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COMMERCIAL CHINA IN 1904.

[For value of standards of currency, weight, and measure, see page 2370.]

The rapid growth of the foreign trade of China and of its trade with the United States, coupled with other recent developments in that part of the world, seems to warrant the presentation of some facts bearing upon present commercial conditions in that vast Empire.

Comprising as it does one-twelfth of the land area and nearly one-fourth of the population of the globe, it is not surprising that events which indicate a marked change in its business condition or the methods of its people should attract wide attention. With an area of 4,000,000 square miles and a population of 400,000,000 people, its written history, covering thousands of years, shows that its doors have been firmly closed against foreign trade until within the memory of the present generation, while during the short time in which foreigners have been admitted to its commerce no period has been so marked with important commercial developments as that of the past three years. With hundreds of miles of railway now in operation and thousands of miles projected; with telegraphs connecting its capital with every province and even its far-away dependencies and also with the outside world; with steam navigation and foreign steam vessels penetrating to the very head of its many navigable waterways; with new treaty ports opening upon the coast and far inland, and with foreigners permitted to travel for business or pleasure to the remotest corners of the Empire and carry with them their merchandise and the machinery with which it is manufactured, the changes in conditions are such as to attract unusual attention.

BEGINNING OF AMERICAN COMMERCE WITH CHINA.

American commerce with China began in 1784, the first vessel leaving New York February 22 (Washington's birthday) of that year, and returning May 11, 1785, thus occupying nearly fifteen months in the voyage. The success of the venture was such as to warrant its repetition, and from that time forward trade between the United States and China was continued without material interruption until it came to be greater in importance and value than that of any other nation trading with China, with the single exception of Great Britain. Even now, with all the rapid developments of modern commerce and the pressure which the people of all commercial nations are bringing in that direction, our sales to China are rapidly growing, having quadrupled during the last decade.

EARLY METHODS OF FOREIGN COMMERCE WITH CHINA.

All trade with China prior to 1842 was carried on through the "hong merchants" at the few ports where travelers were permitted to send their vessels or land their goods. The Portuguese, who sent the first trading vessel to the coast of China in 1516, met with varying success in their attempts to establish business relations, but finally succeeded in bringing about business relations and in establishing a trading post called a "factory" at Ningpo in 1522, and in 1537 another on the island of Macao, off the southern coast, near Canton, which island they still hold, but were only permitted to sell through the Chinese merchants having "hongs" or warehouses at Canton. This was also the case with the Spanish, who conquered the Philippines in 1543 and began a trade with China, commerce between Manila and China having been established in the same manner. The Dutch, whose commerce with the East began soon after they had thrown off the Spanish yoke, established themselves on the Pescadore Islands, off the eastern coast, in 1624, but owing to their wars with China their commerce with the mainland was small and necessarily carried on through the "hong merchants" at Canton. The British, whose first ship landed off Macao in 1635, were denied trading privileges until they had commanded respect by the use of their guns, when they were given the same trading privileges through the "hong merchants" at Canton that were granted to other nations, and their trade through the East India Company grew rapidly after 1664, but with access only through the "hong merchants" or by the smuggling of goods, especially opium, which was brought from their possessions in India and soon became extremely popular with the Chinese. Numerous embassies were sent to the capital by the various nations with the hope of establishing closer commercial relations; but as the dignitaries sent were invariably required to perform the "kotow," which consisted in kneeling three times and striking the forehead nine times upon the ground before the Emperor, progress in establishing closer relations was not rapid. American trade, which, as already indicated, began in 1784, was also carried on through the "hong merchants" until the events of 1842 and 1844, within the memory of many yet living, changed conditions and began the development which has now resulted in almost unlimited trade and foreign intercourse with all parts of that great Empire.

OPENING OF TREATY PORTS AND DIRECT TRADE WITH THE WORLD.

The event which began the new order of things was the "opium war" between Great Britain and China, growing out of the seizure of opium brought in British vessels, which war resulted in the signing of a treaty of peace between China and Great Britain in 1842, in which it was agreed that British subjects should be permitted to reside at the ports of Canton, Shanghai, Amoy, Fuchau, and Ningpo, all located on the eastern coast, and to trade with whatever persons they pleased; and British consuls were appointed who became answerable to the Chinese Government (in lieu of the "hong merchants") for dues and charges payable by British subjects. In 1844 Caleb Cushing, of the United States, arrived in China with a letter from President Tyler asking for a treaty of friendship and commerce, and this treaty was soon negotiated, signed, and ratified, thus giving to citizens of the United States the same privileges of residence and trade at the five treaty ports that had been granted to the British. A few months later a similar treaty with France was signed, and the ports thus opened to commerce became known as "treaty ports," which name has been applied to others similarly opened through other and later treaties until the number thus opened to foreign trade and residence now reaches over 30, many of them far in the interior. Two new treaty ports were recently opened in northeastern China at the instance of the United States—Mukden, about 500 miles north of Port Arthur, and Antung, on the Yalu River opposite Corea. Dalny, the new Russian town near Port Arthur, which is located in the territory leased from China by Russia, is also open to commerce.

Meantime the privileges of foreigners have been slowly but steadily increased. It was not until 1858 that ministers of foreign Governments were permitted to reside at Peking, the capital, and not until 1873 that they were permitted to visit the Emperor in person, while it remained for the year 1898 to witness the first reception of the wives of foreign ministers by the Empress.

RECENT COMMERCIAL DEVELOPMENTS.

The more rapid development of the privileges of foreigners in China and the introduction of modern commercial methods dates from the treaty of Shimonoseki, made between China and Japan in 1895, at the close of the war between those nations, and followed by a commercial treaty in 1896. The important features of these treaties were that they opened the waters of the principal rivers and canals to citizens of other nations, giving foreigners the right to purchase goods or produce in the interior of China, to rent warehouses without the payment of special taxes or exactions, and to engage freely in all kinds of manufacturing industries in the treaty ports; also to import all kinds of machinery, paying only the stipulated import duties thereon, and upon products manufactured by them in China paying only such inland transit dues as are leviable on imported merchandise (the latter provision having been somewhat modified, however, by the commercial treaty). While the China-Japan treaty specifically conferred these privileges only on Japanese subjects, they at once became applicable to the subjects of other nations having full treaty relations with China under the most-favored-nation principle. The prompt result of this was a movement from all parts of the business world in the direction of China, and the establishment of business and manufacturing industries not only in the old treaty ports, but in the new ones which were opened by the Japanese treaty and by subsequent action of the Chinese Government. This was followed by other evidences of a disposition to adopt modern methods. The railroad from Pekin to Tientsin was quickly completed by the Chinese Government, and agreements made looking to the construction by foreign capital of other lines thousands of miles in length; telegraphs were extended; electric roads, electric lights, and telephones introduced in the principal cities; mining and manufacturing concessions freely granted; the West River, which penetrates southern China from Canton westward, was opened to commerce, and, finally, small steamers under foreign control were given permission to penetrate to the interior limits of navigation on all the rivers of the provinces containing treaty ports. The effect of this is already seen in the establishment of factories and business houses, the construction of railroads, the extension and multiplication of steam navigation lines, and the opening of mines in the great section where the iron and coal deposits are said to be the greatest in the known world.

PORTS LEASED TO FOREIGN NATIONS.

Among the recent events that have attracted especial attention to China is the lease to foreign nations of important strategic or commercial ports on the coast of the Empire. While the Portuguese have controlled the island of Macao, near Canton, since 1537, and the English became owners of the island of Hongkong, in the same vicinity, by the treaty of 1842, no other nation had possessions on or near the coast of China until within a comparative recent date. One result of the war between China and Japan was that Japan obtained the island of Formosa, lying 90 miles off the coast of central China. By this treaty Japan was also to have certain territory on the peninsula of Liaotung, which commands from the north the entrance to the Gulf of Pechili, the gateway to the capital of China, but on the urgent protest of Russia, France, and Germany this was abandoned, and the mainland of China up to that time thus remained intact.

On November 4, 1897, however, the German Government seized the port of Kiaochau, on the northeastern coast of China, asserting as the cause of its action the desire to obtain satisfaction for the murder of German missionaries by Chinese on November 1 of that year. This port was held by a German war ship until the announcement of a treaty with China by which the port of Kiaochau and adjacent territory were leased to Germany for a term of ninety-nine years, the German Government being given the right to land troops, construct fortifications, and establish a coaling and naval station, while German subjects were to have the right to construct railways, open mines, and transact business in the rich mineral and agricultural province of Shantung, in which Kiaochau is located, Chinese vessels, however, to have the same privileges in the port of Kiaochau that the German Government might decide to give to other nations.

One month later, on December 22, 1897, the Russian Government obtained permission for its naval squadron to winter at Port Arthur, on the Liaotung Peninsula, which it had, with Germany and France, in 1895, required Japan to abandon. On March 27, 1898, an agreement was signed by the Chinese Government by which Port Arthur and the adjacent port of Talienwan were leased for a term of twenty-five years to the Russian Government, the lease to be subsequently extended by mutual agreement. This lease included 800 square miles of territory and all harbors between Port Arthur and Talienwan, the harbor of Port Arthur and a part of Talienwan to be for the sole use of Russian and Chinese men-of-war, Russia to have the privilege of extending its trans-Siberian railroad line through Manchuria to Port Arthur and Talienwan and to protect the same, during and after its construction, by Russian troops.

This action, by which the northern side of the entrance to the Gulf of Pechili, leading to the capital of China, was placed under control of Russia, being unsatisfactory to the English Government, a lease of the harbor of Weihaiwei, on the opposite or southern side of the entrance to the Gulf of Pechili, was made to Great Britain on April 2 of the same year, 1898, the lease to be on the same terms as that by which Port Arthur was granted to Russia and to continue as long as Russia should occupy the Peninsula of Liaotung. Weihaiwei was occupied by Great Britain May 24, 1898, permission being given also to occupy the islands of the Bay of Liaotung and a strip of land 10 miles broad along its entire length, with the privilege of erecting fortifications and occupying the adjacent coast for military and naval purposes, the walled city of Weihaiwei, lying within these limits, however, to remain under control of the Chinese Government. On June 9, 1898, a lease was also made by England of an area of about 200 square miles on the mainland opposite its island of Hongkong, and surrounding the Chinese city of Kowloon, which city, however, was to remain under Chinese jurisdiction, the lease to continue for a term of ninety-nine years.

The concessions of territory to Germany, Russia, and England led to a demand for similar privileges by the French Government, and on April 13, 1898, the Chinese Government leased to France the harbor of Kwangchauwan, in the Leinchau Peninsula, on the southern coast, near to the French possession of Toukiu, and protecting in some degree the Gulf of Tonkin. This lease was also accompanied by the privilege of connecting the French territory of Tonkin with the Chinese province of Yunnan and the city of Yunnanfu, the harbor of Kwangchauwan to be used as a naval station. The lease was for ninety-nine years and similar in terms to that made with the German Government for Kiaochau, carrying with it exclusive mining privileges in the area to be traversed by the proposed railroads. In view of this agreement, Great Britain therefore assumes that she has now the right to extend her Burmese railroads into the province of Yunnan, in southwest China, through an agreement made with China January 15, 1896, by which all privileges to France or Great Britain in the provinces of Yunnan and Szechuan should be given to both countries.

These concessions to Germany, Russia, Great Britain, and France, which followed each other so rapidly in 1897 and 1898, were followed in March, 1899, by a demand by the Italian Government for similar privileges at the port of San Mun, and in April, 1899, somewhat similar demands are reported to have been made by Japan regarding certain territory on the coast opposite her island of Formosa, both of which demands are now pending adjustment. (For location of the ports so leased, see map facing page 2325.)

In all of the above cases the countries obtaining possession of these ports have announced that at least a portion of each port will be freely open to the commerce of all nations (Port Arthur excepted), and the German Government has already arranged for the location of Chinese custom-houses at the docks which it is building at Kiaochau, in order to permit goods passing to or from the interior of China to be examined and pay duty at that point, and a reexamination at the limits of the German territory thus obviated. An official report to the German Reichstag, in 1898, announces that no duties will be levied in the port of Kiaochau upon goods intended for consumption in German territory, excepting the excise duty on opium.

Thus, during the eighteen months ending with April, 1899, four great European nations—England, Germany, France, and Russia—obtained long leases of ports and naval stations on the coast of China, in addition to the three islands just off its coast already controlled by England, Portugal, and Japan.

TREATY PORTS AND THEIR RELATION TO BUSINESS.

The "treaty ports" are the doors through which foreign commerce enters and at which citizens of foreign nations may personally engage in trade with the people of that country. Through these doors enters and must continue to enter the merchandise for which other nations find a market in China, and upon the facilities which they offer the residents of foreign nations are dependent for their intercourse, business, and otherwise with the 400,000,000 people of that great Empire. A study somewhat in detail of these entrance ways to the commerce and people of that great nation is therefore appropriate.

The "treaty ports" are not, as might naturally be supposed, located exclusively on the coast. Indeed, more than one-half of the cities which are now open to foreign commerce under treaty regulations are located in the interior, some of them thousands of miles from the coast. Only 13 of the 28 cities classed as treaty ports are upon or immediately adjacent to the coast, and while most of the remainder are located upon navigable streams in the interior, some are not even accessible by waterways or land-transportation systems other than the mere carriages or carts, wheelbarrows, or pack animals and men. Chungking, located in the populous province of Szechuan, at the head of navigation on the Yangtze River, is 2,000 miles from the coast, while Yatung, recently opened in the dependency of Tibet, and reached only by pack trains and loads carried by men, is nearly 3,000 miles inland, measuring from China's greatest port of entry, Shanghai. While all of the cities opened to trade in the early history of this development of foreign commercial relations were upon the coast, the privilege has gradually been extended toward the interior, until now the Yangtze Valley is thickly dotted with cities open to trade, and cities along the valley of other navigable streams are also thus privileged. With an apparent disposition to open cities to foreign trade wherever conveniences for transportation are available, it is reasonable to expect that the multiplication of ransportation conveniences through the introduction of railways and steam navigation on the smaller streams will be followed by a multiplication of treaty ports and trade privileges, and perhaps finally a general opening of all trade centers without limitation to privileges of this character. With the right of navigation and mining and manufacturing freely opened already to citizens of foreign countries, it is not improbable that privileges of trade and residence will be more rapidly extended to them in the future than has been the case in the past, and thus the experience and skill and customs and inventions and business manufacturing methods of other nations be rapidly distributed among the people of this great Empire.

MANCHURIA.

One of the results of the Boxer uprising of 1900 and the introduction of foreign power was the occupation of Manchuria by the Russians, and this still continues. Subsequent to the lease of Port Arthur by the Russians, agreements were made by the Russian Government with the Chinese Government for the privilege of constructing a railway from Port Arthur through Manchuria to connect with its trans-Siberian line, some distance east of Lake Baikal; also to connect the Port Arthur and Siberian line with Vladivostok by a direct line through eastern Manchuria. Work was in progress on this line when the Boxer disturbances of 1900 developed and attacks were made by the natives upon the forces engaged in building the road, and the track of parts of the railroad was torn up. This led to military occupation by the Russians of the territory along the line of the railroad, and finally of all Manchuria, but with the agreement that the occupancy would terminate by a fixed date. This date was subsequently extended, but the latter date fixed passed without the withdrawal of the Russians, and they still remain in control. Large sums of money have been expended by the Russians not only in building their railroad but in establishing towns and other improvements. The railroad is now in operation from Port Arthur to the Siberian line; also that to connect Vladivostok with the main line, so that trains now run on regular schedule from St. Petersburg to Port Arthur and Peking, as well as to Vladivostok. The activity of the Russians in building the railroad and the new towns of Dalny and Harbin is described elsewhere. Dalny lies just north of Port Arthur and within the territory leased to Russia by China. It is to be the commercial city, while Port Arthur is to be considered as only a military and naval port. Harbin is located on the Port Arthur and Siberian Railway at the point at which the Vladivostok branch road connects with the main line, and is located alongside the old town of Khulan, shown on the map of Manchuria.

The very close relation of this Manchurian territory thus occupied by the Russians to Korea, in which the Japanese Government has long claimed certain rights, will be readily seen by an examination of the map; also the important relation of Korea to the control of the entrance to the body of water upon which Port Arthur and Dalny are located.

The trade of the United States with Manchuria, China, shows no perceptible change in 1902 as compared with 1901. Figures compiled by the Bureau of Statistics show that the total imports into the port of Niuchwang, the principal doorway through which Manchuria is at present supplied, amounted in 1902 to 18,000,000 haikwan taels in value, against 17,000,000 in 1901 and 8,000,000 in 1900. The official report of the Chinese Government does not specify all classes of merchandise received into Niuchwang from the United States, but does specify the four principal articles—American jeans, drills, sheetings, and kerosenes. The total value of these four articles of American production reported as brought into Niuchwang in 1902, either coming direct from the United States or from other ports of China, was 6,118,920 haikwan taels, which, at the official valuation of the haikwan tael in 1902, would make the total value in United States currency $3,854,920. (The average value of the haikwan tael during 1902 is shown by the Chinese Government in its report as 63 cents.) A comparison of these four articles from the United States imported into Niuchwang in 1902 with the figures for the same articles in preceding years shows that the total for 1902 was practically the same as that of 1901 and 1899, and much greater than that of 1900, or of the years preceding the year 1899.

The table which follows shows the value of American jeans, drills, sheetings, and kerosene imported into Niuchwang direct from foreign countries and from other ports of China, from 1896 to 1902:

VALUE OF AMERICAN JEANS, DRILLS, SHEETINGS, AND KEROSENE OIL IMPORTED INTO NIUCHWANG FROM FOREIGN COUNTRIES AND FROM OTHER PORTS OF CHINA, 1896 TO 1902.

YEARS.	Value.
	Haikwan taels.
1896	2,249,876
1897	3,426,238
1898	3,665,257
1899	6,359,154
1900	2,213,588
1901	6,195,146
1902	6,118,920

The reports of 1901 and 1902 include American flour imported into Niuchwang. The value of American flour imported in 1902 was 135,389 haikwan taels, against 176,321 haikwan taels in 1901.

The report states the respective value of the five articles of American production imported into Niuchwang in 1902 as follows:

VALUE OF AMERICAN JEANS, DRILLS, SHEETINGS, KEROSENE, AND FLOUR IMPORTED INTO NIUCHWANG DURING THE YEAR 1902.

ARTICLES.	Value.
	Haikwan taels.
American kerosene	118,585
American flour	135,389
American jeans	257,670
American drills	1,382,020
American sheetings	4,360,608

The total value of American jeans, drills, sheetings, and kerosene imported into all of China in 1901 and 1902 is shown in the following table:

VALUE OF AMERICAN JEANS, DRILLS, SHEETINGS, AND KEROSENE IMPORTED INTO ALL OF CHINA IN THE YEARS 1901 AND 1902.

ARTICLES.	1901	1902
	Haikwan taels.	*Haikwan taels.*
American jeans	244,388	529,492
American drills	4,834,879	6,024,443
American sheetings	7,636,714	15,130,808
American kerosene	8,638,501	6,828,276

American flour is not separately shown in the official statement of total imports into all China, and therefore can not be included in the table.

The table which follows shows the total value of foreign merchandise of all kinds imported into Niuchwang in each year from 1896 to 1902:

TOTAL VALUE OF IMPORTS OF FOREIGN MERCHANDISE INTO NIUCHWANG FROM FOREIGN COUNTRIES AND FROM NATIVE PORTS, RESPECTIVELY, 1896-1901.

YEAR.	From foreign countries.	Foreign goods from native ports.
	Haikwan taels.[a]	*Haikwan taels.*[a]
1896	1,886,485	6,271,166
1897	1,641,415	7,417,236
1898	1,453,318	9,174,245
1899	5,279,185	16,566,413
1900	2,682,420	5,488,632
1901	4,293,737	12,854,552
1902	5,346,306	12,969,264

[a] Average value of haikwan tael reported by Chinese Government: 1896, 81 cents; 1898, 70 cents; 1901, 72 cents; 1902, 63 cents.

FOREIGN COMMERCE OF CHINA.

The earliest attainable reports of the details of importations and exportations of China are for the year 1873, when the exportations were valued at 69,451,000 haikwan taels. In 1899 they had reached 195,784,832 haikwan taels. The importations in 1873 were valued at 76,637,000 haikwan taels, and in 1899, 264,748,456 haikwan taels. It must be borne in mind, however, that the haikwan tael, in which all imports and exports are stated, is merely a given weight of silver (1⅓ ounces avoirdupois), and therefore varies in value with the fluctuations in the price of silver, and that the actual increase in commerce during that time may not be as great as the increase in figures would indicate. The further fact, however, that many articles, both of import and export, have decreased materially in value during that period renders any attempt to accurately determine the actual growth difficult, if not impossible. A reduction of the haikwan tael to dollars, determining the same by the weight of silver indicated by the tael, puts the exportations of 1873 at $106,956,000 in value and in 1900 at $111,775,000, and the imports in 1873 at $106,503,000 and in 1900 at $148,383,000. This calculation, however, would be equally misleading, because of the very great reduction meantime in the value of many articles, both of export and import. An attempt to determine accurately the growth of the commerce of China during that period could only be made by a detailed examination of the imports and exports of each article by quantities.

The foreign commerce of China has grown rapidly in recent years. It is only sixty years since the doors of China were opened to commerce with the world. It was in 1842 that the "opium war" of the British resulted in the opening of certain ports of China to the United Kingdom, and two years later the treaty with the United States was made. Twenty years later, in 1864, imports had grown to 75 million dollars and exports to 78 millions. In 1874 imports were 97 million dollars and exports 101 millions. In 1884 imports were 96 millions and exports 88 millions. Then came a material increase, and by 1890 imports had grown to 160 millions and exports to 110 millions. In 1901 imports were 190 millions and exports 120 million dollars in value.

Considering the countries with which this commerce exists, it may be said that the trade with the United States has grown much more rapidly in recent years than with any other country. In 1895 imports from Great Britain amounted to 34 million haikwan taels and in 1902 to 57 millions. In 1895 the imports from Hongkong were 88 million haikwan taels and in 1902, 133 millions. From India the imports of 1895 were 17 million haikwan taels and in 1902, 33 millions. From the Continent of Europe, Russia excepted, the total imports of 1895 were 7½ million haikwan taels and in 1902, 18 millions. From Russia the imports by way of Odessa and Batoum were, in 1895, 1,701,658 haikwan taels; and in 1902, 889,006 haikwan taels. From Russia and Siberia, via Kiakhta, the imports of 1895 were 110,534 haikwan taels; and in 1902, none. From Russian Manchuria, in 1895, 110,534 haikwan taels; and in 1902, 345,518. From Japan the imports of 1895 were 17 million haikwan taels; and in 1902, 35 millions. From the United States the imports of 1895 were 5,093,182 haikwan taels; and in 1902, 30,138,713. Thus, the imports from Great Britain have increased about 67 per cent; those from Hongkong, 51 per cent; from India, 94 per cent; from Japan, 105 per cent; from the Continent of Europe, 140 per cent; and those from the United States, 500 per cent.

AMERICAN COMMERCE IN CHINA.

The class of merchandise imported from and exported to the United States is discussed on other pages of this document, both in the general study of conditions in China and in the extracts from reports of the United States consular officers, to which attention is especially called, since they present the views of competent men located in the country in question, and devoting their time and attention to a study of opportunities for advancement of American interests in that country.

The official statistics of the Chinese Government show the total imports from the United States in 1902, the latest year for which reports have been received, at 30,138,713 haikwan taels, or $18,987,389. This, however, does not include all of the United States merchandise entering China, since the exports from the United States to Hongkong are equal to about one-half of those exported direct to China, and presumably a very large proportion of the exports to Hongkong is destined ultimately for the Chinese markets. During the early years of the decade ending with 1900 exports to Hongkong were larger than those to China direct, but the Chinese ports have been steadily gaining upon Hongkong, and now shipments from the United States to ports of China are nearly double the amount of shipments to Hongkong. The total value of goods exported to China from the United States in 1903 was $18,898,163 and to Hongkong $8,772,453, and the imports from China $26,648,846, and from Hongkong $1,359,905.

ABOLITION OF THE LIKIN TAX.

One of the important events of the past year in the commercial relations between the United States and China was the negotiation of a new treaty for the promotion of commerce between the two countries, by which the "likin" tax in China was abolished. This likin tax had long interfered greatly with foreign trade with the interior of China. It took the form of taxes levied upon goods passing from one province to another or from one side of a province to another division of the same province, and proved so serious a burden on foreign goods passing to the interior of China as to become in many cases absolutely prohibitive. Chinese tariff rates formerly averaged about 5 per cent ad valorem. Many articles were admitted free of duty, and on some rates were higher than 5 per cent, but in general terms was about that average rate. The addition of the likin tax, however, at the point at which goods passed from one part of a province or from one provincial subdivision to another had added so greatly to the expense of taking goods to the interior that a few years since the Chinese Government, upon the insistence of foreign ministers, increased the rates of duty 50 per cent, giving as an equivalent "transit passes," purporting to authorize the free transit to any other point in the Empire of the goods in question. This had not, however, proved satisfactory, as in many cases local authorities refused to recognize these transit passes, insisting upon their right to raise revenue by the processes already described. So burdensome was this tax upon commerce with the interior of China, and so great the uncertainty attaching to such commerce by reason of this likin tax that the United States negotiated, and in October, 1903, completed a new treaty with China, the chief feature of which was the abandonment of the levying of likin and all other transit dues and the abolition of offices, stations, and barriers maintained for their collection; and as an equivalent, presumably, for the revenues thus abandoned a new tariff was adopted and promulgated, increasing somewhat the rates formerly in existence. The treaty and tariff are published elsewhere in this volume.

The negotiation of this new treaty of commerce between the United States and China lends interest to some figures presented by the Department of Commerce and Labor, through the Bureau of Statistics, regarding trade of the United States with that country. These figures show a very rapid growth in the exports from the United States to China, and also a rapid growth in the percentage which merchandise from the United States formed of the goods imported into that country.

In 1875 merchandise imported into China from the United States amounted to 1,016,000 haikwan taels in value, out of a total importation of 69,995,000 haikwan taels. In 1885 the value of imports from the United States was 3,315,000 haikwan taels out of a total importation of 89,407,000 haikwan taels. In 1895 merchandise from the United States amounted to 5,093,000 haikwan taels out of a total importation of 179,947,000 haikwan taels in value. In 1900 the merchandise from the United States to China amounted to

16,724,000 haikwan taels out of a total of 211,070,000 haikwan taels in value, and in 1902, 30,138,713 haikwan taels in value from the United States out of a total importation of 315,363,905 haikwan taels. Thus, in 1875, the share from the United States was less than 2 per cent of the total imports into China and in 1902 practically 10 per cent of the total imports. The above figures are from the official reports of the Chinese Government.

Taking our own figures of commerce with China, the growth in exports to that country has been from $1,101,383 in 1880 to $2,946,209 in 1890, $15,259,167 in 1900, and $18,603,369 in 1903. The figures prior to 1880 can not be given in satisfactory form, because prior to that time gold and silver were included in the statement of exports to China, and as the shipments of silver to China were frequently large, the figures if quoted would be misleading, so far as relates to commerce in merchandise.

In 1902 the United States occupied fourth place in the list of countries from which China drew its imports. The total from the United States in that year was, as already indicated, 30,138,713 haikwan taels; from Great Britain, 57,624,610 haikwan taels; India, 33,037,439 haikwan taels, and from Japan, 35,342,283 haikwan taels. From Hongkong the imports were much larger than from any of the countries named, the total being 133,524,169 haikwan taels, but a footnote attached to the statement of the Chinese Government on this subject says that "The imports from Hongkong come originally from Great Britain, America, Australia, India, Straits Settlements, and the coast ports of China." In 1870 the United States was practically at the bottom of the list from which China drew its imports, the total from the United States in that year being but 374,000 haikwan taels, while the United Kingdom headed the list with 24,181,000 haikwan taels, Hongkong, India, Japan, Straits Settlements, the continent of Europe, and Australia supplying practically all of the remaining imports of that year.

Great Britain, India, Japan, and the United States are the chief rivals in the import trade of China. The imports from Great Britain increased from 28,870,000 haikwan taels in 1892 to 57,624,610 haikwan taels in 1902. From India the increase was from 13,861,000 haikwan taels in 1892 to 33,037,439 haikwan taels in 1902. From Japan the increase was from 6,702,000 haikwan taels in 1892 to 35,342,283 haikwan taels in 1902. From the United States the increase was from 6,002,000 haikwan taels in 1892 to 30,138,713 haikwan taels in 1902. The imports from Germany are not separately shown by the reports of the Chinese Government, it being included with other figures under the general head of "Continent of Europe, except Russia," from which the total imports amounted to 18,484,678 haikwan taels in 1902. The average value of the haikwan tael in 1902 is given by the Chinese report at 63 cents American gold.

The following table shows the value of imports of merchandise into China and of exports of merchandise from the United States to China in quinquennial years from 1880 to 1900, and annually thereafter:

TOTAL IMPORTS OF CHINA AND EXPORTS FROM THE UNITED STATES TO CHINA, 1880-1902 (MERCHANDISE ONLY).

YEAR.	Total imports into China.	Exports from United States to China.[a]
	Dollars.	*Dollars.*
1880	108,076,000	1,101,383
1885	111,838,000	6,396,500
1890	161,789,000	2,946,209
1895	134,610,000	3,603,840
1900	155,770,000	15,259,167
1901	190,763,000	10,405,834
1902	198,679,260	24,722,906
1903	....	18,603,369

[a] Year ending June 30.

The following table shows the value of imports into China from the United States and United Kingdom, respectively, in each year from 1890 to 1902, and the percentage which each formed of the total imports of China. It will be seen that the share which merchandise from Great Britain formed of the total imports into China fell from 19.1 per cent in 1890 to 17.7 per cent in 1902, while the share which merchandise from the United States formed of the imports into China increased from 2.9 per cent in 1890 to 9.3 per cent in 1902.

IMPORTS INTO CHINA FROM THE UNITED STATES AND UNITED KINGDOM, RESPECTIVELY, 1890 TO 1902, AND THE SHARE WHICH EACH FORMED OF THE TOTAL IMPORTS INTO CHINA.

YEAR.	From the United Kingdom.	Per cent of total imports.	From the United States.	Per cent of total imports.
	Haikwan taels.		*Haikwan taels.*	
1890	24,607,989	19.1	3,676,057	2.9
1891	29,628,097	21.8	7,731,752	5.7
1892	28,870,150	21.0	6,061,900	4.4
1893	28,156,077	18.4	5,443,569	3.6
1894	29,943,379	18.1	9,263,082	5.6
1895	33,960,060	18.9	5,093,182	2.8
1896	44,571,387	21.1	11,929,853	5.6
1897	40,015,587	18.9	12,440,202	5.9
1898	34,962,474	16.0	17,163,312	7.9
1899	40,161,115	14.7	22,288,745	8.1
1900	45,467,409	20.5	16,724,493	7.5
1901	41,223,538	14.9	23,529,606	8.5
1902	57,624,610	17.7	30,138,713	9.3

RAILWAYS IN CHINA.

China's first railroad was opened in 1876, between Shanghai, the New York of China, and Wusung, 14 miles distant, lying more directly upon the seacoast on an estuary of the Yangtze, with which Shanghai is connected by the Wusung River. Its existence, however, was very brief, for native prejudice and superstition were so strong that local authorities bought up the line, which had been constructed by British enterprise, tore up the rails and abandoned it. Five years later, however, Mr. G. E. Kindler, an English engineer, who had been placed in charge of some coal mines near Tientsin, found in existence a tramway over which coal was transported on cars pushed by Chinese workmen, and gradually extending it north and south, finally placed a steam engine upon it for use in transporting coal, and Chinese prejudice, after finding that the use of the engines did not bring the disaster anticipated, gave way and the roadway developed into one for general traffic, and extended little by little until it reached Tientsin at the south and the treaty port of Shan-hai-kwan on the north, and proving successful and popular was further extended from Tientsin to within a short distance of Peking, with which it was connected by an electric road, the entire system proving so popular that it soon became necessary to enlarge its facilities, its patronage being gathered from native as well as foreign interests and individuals. From Peking it has been extended, as already indicated, southwestwardly to Paoting, and thence is expected to penetrate the important coal and iron regions lying within easy reach.

The Russian railway from Port Arthur northward through Manchuria, connecting with the Siberian road, is, with its branch to Vladivostok, more than 1,000 miles in length, and is now in actual operation, with through trains from St. Petersburg to Vladivostok, Dalny, and Peking.

The important territory lying between Peking and Tientsin at the north and the great Yangtze Valley in central China is already a checkerboard of proposed railway lines. One of these runs from Tientsin southeastwardly to Shanghai, at a distance of from 100 to 350 miles from the coast, following the general course of the Grand Canal, but at a considerable distance from it at places, and having a length of probably 700 miles. A small portion of this from Shanghai northward is a British concession; but as a part of the proposed line extends through the province of Shantung, in which the Germans claim railway and mining rights under their Kiaochau concession, British and German capital has combined for the construction of the large proportion of the road. At two points midway it is tapped by purely German lines, which run eastwardly to the German possessions and port of Kiaochau, penetrating important coal and iron regions, the population of the province through which they extend, Shantung, being more than 36,000,000. A dispatch from Berlin, dated February 25, 1904, says that the road from Shantung to Sinanfoo, a distance of about 240 miles, is nearly completed, and will be opened for business about June 1.

Lying west of the British-German line which connects Shanghai with Tientsin and Peking, and from 200 to 400 miles distant, is another important line, which is to connect Peking with Hankau, the most important interior city of China. Hankau is on the Yangtze River, at the head of what may be termed deep-water navigation, being reached by large seaworthy steamers that bring it into direct water communication with Shanghai and all the other great ports along the coast. The importance of a line which connects this great business center of nearly a million people with the capital of the Empire, and at the same time passes through an important agricultural and mining section having a population of 100,000,000, can scarcely be overrated. This proposed line, about 650 miles long, is in the hands of a Belgian syndicate, though expression has been given to the belief that Russian influence and Russian funds cooperate in its proposed construction and prospective control, and some color is given to this belief by the fact that a shorter line under admittedly Russian control is to connect it at the north with the important coal and iron regions of Shansi Province.

Still west of this important line is a series of lines of several hundred miles in length penetrating the great iron and coal districts of northwestern China, which are designated as the greatest coal deposits of the world, the proposed line being under a combination of British and Italian interests, and the concession granted being not only the privilege of constructing the proposed roads, but also the mining of coal and iron and other business opportunities. Some of these lines extend southwestwardly toward the Yangtze Valley, in whose development British interests are especially concerned, but the connections are with the proposed Hankau-Peking line, which, as already indicated, is in the hands of a Belgian syndicate.

In the great territory south of the Yangtze American and British lines are the only ones to which concessions have yet been granted, except in the extreme south, adjacent to the French territory of Tonkin, where several comparatively short concessions have been granted to lines under French control. Running southward from Shanghai, at a short distance from the coast, is a British line to connect the treaty ports of Wenchow, Ningpo, and Hangchau with Shanghai, and which is quite likely to be extended to the treaty ports farther down the coast, and finally to Hongkong, or rather the recently acquired British territory adjacent to Hongkong, where it would connect with a short British line now under construction and with the great southern commercial center of Canton. The length of this line now projected, and for which concessions have been made, is about 200 miles. From Shanghai westwardly there is also a short British line proposed to extend to Soochow and Nankin.

American railway concessions in China are up to the present time confined to a single but very important line which is to connect Canton, the great commercial center of southern China, with Hankau, the great interior city and commercial center already described. This line, which is about 600 miles in length, passes through a rich and important agricultural section, having a population equal to that of the United States, and at its center taps an important iron and coal area. The direction of the proposed line is almost due north and south, and while it practically touches the seaboard at its southern terminus, where it reaches the Yangtze, at the north is several hundred miles interior, thus bringing into direction with the great port of Canton the products of the Upper Yangtze Valley. At Hankau the proposed American line will connect with the proposed Belgian line, which reaches Peking, thus placing in direct communication the capital of the Empire at the north, the great commercial center, Hankau, in the interior, and the great producing center in the western interior, with the great seaport at the south, Canton. This concession was granted to American capitalists in April, 1898, under an agreement executed, after due imperial sanction, by the Chinese minister at Washington. Ten miles of this line, from Canton westward, were opened in November, 1903, and 20 miles additional are practically ready for business.

In the extreme south of China French interests are proposing sundry railway lines to connect their ports and navigable rivers of Tonkin with the cities and provinces of southern China. These proposed lines not only connect the French territory of Tonkin with the treaty ports of Mengtsz, Wuchow, and Pakhoi, but also the important points of Yunnan, Nanning, and the navigable waters of the West River, which form a connection with the port of Canton and the railway lines that are to center there, and thus give connection with the great railway system of China.

Lying several hundred miles west of the proposed American line is a British line to connect the province of Szechuan in the west of China with Canton and Hongkong. Szechuan is the largest, the most populous, and perhaps the most productive of the provinces of China, being an elevated table-land lying at the head of navigation on the Yangtze, which section is quite similar to that of the upper Mississippi in our own country. This proposed British line connects Chengtoo, the capital of Szechuan, with Wuchow on the West River, which has recently been opened to commerce, and from which point traffic will reach Canton either by the West River or by an already projected line from Wuchow to Canton. This proposed British line connecting Szechuan with the lines which reach Canton is about 600 miles in length.

Another extremely important British line proposed differs entirely from any of those already described, in the fact that it is an effort to connect China and her railway systems with the railway systems of British India. This bold project is now to extend the existing railway line from Mandalay, in Burmah, to the Chinese border at Kunlong Ferry. From that point it is proposed to build a British line northeastwardly into the Chinese province of Yunnan and to the city of Yunnan itself, and thence farther northeastwardly to Chungking, in the great province of Szechuan, to the head of navigation on the Yangtze. This proposed line would cross the British line connecting Szechuan with Canton, thus not only putting the railway system of Burmah into direct communication with Canton, but also bringing it into communication with the head of navigation in the great Yangtze Valley, whose commerce is looked upon as the most important of that of all China. While this project of tapping southern, western, and central China by a connection with the Burmah and Indian railway systems necessarily encounters many serious obstacles, because of the character of the territory through which the connecting lines must pass, it is one of great importance and almost startling in its conception and possibilities, since, if successful, it would bring the existing railway system of India, having a total length of 25,000 miles, into touch with the proposed railway system of China and connecting through China with the great Russian trans-Siberian road, thus giving a direct and connecting railway line from St. Petersburg eastwardly through Russia and Siberia, southwardly through China, and again westwardly into and extending through British India.

The cost of these proposed railway lines in China will be, if carried out, an enormous sum. The lines constructed up to the present time have been built under the control and at the expense of the Chinese Government. The recent concessions propose to permit the construction of lines by capital and organizations composed of residents of other countries. The funds for this purpose are in most cases to be secured by mortgage upon the railways thus created, the disbursement and future management to remain in control of the foreign lenders during the term of the mortgage, but the lines themselves, after the mortgage lien is paid, are in most, if not in all, cases to become the property of the Chinese Government. Thus far efforts of foreigners to obtain a share of stock interest in addition to the mortgage lien have usually been unsuccessful, though in many cases the length of time in which the loans are to run and the control of the lines remaining in the hands of those furnishing the funds may be considered as approaching an equivalent to ownership, so far, at least, as the present generation is concerned. In the American contract an issue of debentures is permitted which to a certain exent may participate in the prospective profits of the enterprise, and in the Belgian contract those supplying the funds are to participate in the profits during the thirty years' term in which the loan is to run before payment. That the intention of the Chinese Government is to finally and absolutely control its railways is further evidenced by the fact that in its agreements with those proposing to construct lines it requires that schools of instruction for Chinese in the construction and management of railways shall be established, and that a certain proportion of the employees of the road shall be natives and citizens of the Empire, thus providing for the education in railway construction and management of its own people by the time that the system of roads now proposed shall revert to the direct control and ownership of the Government. A series of regulations for railways and mines recently issued requires that "in all cases every endeavor must be made to have the Chinese proportion of the capital of such enterprise the greater, and there must be a proportion of at least three-tenths of the shares owned by the Chinese. Sanction will not be given in cases where all of the money is foreign."

INTERIOR WATERWAYS.

The waterways of China have been, up to the present time, its most important means of communication. Some recent events have added greatly to their value in this particular, and especially their relation to foreign commerce. Formerly they were not open to foreigners or their vessels, nor were any cities on their shores open to foreign commerce. In 1862 Hankow, located 582 miles from the coast, and readily accessible by the lower Yangtze, was made a treaty port, and in 1877 a number of other cities in the interior were open to foreign residence and commerce. With these openings went the privilege of carrying foreign goods by steamers under foreign control, and to this list of interior cities several have been recently added. The most important developments, however, in the opening of interior waterways have occurred within a comparatively recent period. Not only has the Yangtze, the principal river of China, been opened for a distance of more than 2,000 miles, but the West River, the next in importance, which runs westward from Canton through the southern part of China, has also been opened for navigation by foreigners, and a number of treaty ports established along its course, while other cities and towns have been designated as "stations" or "stages," at which privileges similar to those of treaty ports are accorded to foreign trade, but not to permanent foreign residence. Similar action has been taken with reference to a number of the smaller rivers in various parts of the Empire. Equally important with these, and of far-reaching value in the personal intercourse between Europeans and Americans on the one hand and the Chinese citizens on the other, is the fact that recent action by the Chinese Government permits the navigation of all streams by small steam vessels of all nations, while other official acts permit foreign citizens to visit any and all parts of the interior of the Empire when carrying properly signed passports, whether for pleasure or business. These developments—the opening of numbers of rivers to foreign commerce and to the establishment of treaty ports and stations upon their banks, the right of travel to all interior points for business or pleasure by foreigners, and the privilege of navigating all streams with small steam vessels by which foreigners on business explorations may travel—seem likely to permeate the entire Empire and each community with foreign opinions, foreign methods, and sooner or later a market for foreign productions.

In addition to the rivers, numerous canals and lakes form a vast network of waterways which seem likely to rapidly become accessible to foreign commerce and foreign enterprise. The natural waterways of China probably aggregate 10,000 miles in length, while the canals and continuous waterways formed by connecting lakes and sections of streams add greatly to this length of navigable waters. On these waters vessels of all characters—steamers, vessels with sails, junks, rowboats, and house boats—are found in great numbers; the freight boats being in many cases towed on their upstream passage by parties of men specially employed for this purpose.

LAND TRAFFIC IN THE INTERIOR.

Land traffic in the interior of China is a tedious process, and will doubtless so continue until the railways now projected shall come into active operation. Roads are proverbially and actually bad. Wheeled vehicles are confined almost exclusively to the wheelbarrow, and land transportation therefore carried on either by barrows engineered by individuals, or by packs upon ponies, donkeys, or the backs of men, while travelers by land must content themselves with similar conveniences of travel, either in wheelbarrows, upon the backs of ponies and donkeys, or by sedan chair carried by porters. Wagon roads are few and bad, and wagon transportation therefore is seldom undertaken.

TELEGRAPHS.

The telegraph system was introduced in China even earlier than the railway, which is described elsewhere. While it also met with considerable opposition in the beginning, its advantages were soon recognized by the Government in the opportunity which it gave for instant communication between Peking, the seat of government, and the capitals of the provinces. So important a factor in the maintenance of order and preparation for the insurrections and local troubles which have been so frequent a feature of Chinese history could not be neglected, and as a consequence telegraph lines now connect Peking with the capitals of practically all of the provinces and extend far into the dependencies, connecting also with the ocean cables and the Russian trans-Siberian telegraph lines, thus putting not only the capital but all the provinces of China into speaking relations with all parts of the world. The telegraph lines of China are now between 3,000 and 4,000 miles in length, and being rapidly increased.

That this development is important, both in its dissemination of general information and modern methods, is evident, and that it is likely to be one of the important factors in the introduction of English as the general language of the Far East is the belief of Lord Curzon, the present governor-general of India, whose views upon this subject are expressed elsewhere in these pages.

POSTAL SYSTEM.

Until recently the postal system in China was very crude, and carried on largely through individual enterprise by runners and carriers. Within the past two years, however, an official postal system has been established by the Government and placed under control of Sir Robert Hart, who has so admirably conducted the customs service of the Empire for many years. Through this, China has given notice that she will enter the Universal Postal Union of the World, and in conjunction with the already existing service a postal money-order system has been established, which is described elsewhere.

MONEY AND BANKING.

The money of China is uncertain as to quantity and quality. No accurate estimate has been made of the amount of money in circulation in the Empire, while no accurate statement can be made to-day of what its value will be to-morrow. Based upon silver, its value fluctuates with the changes in the market price of silver. The copper "cash," valued at about one-tenth of a cent, is the actual circulating medium, while the tael is the nominal standard for larger sums, it being merely a given weight of silver and not a coin. Actual silver circulates in two forms, the "dollar" and the "sycee." The dollar was originally the Mexican dollar, and became a popular and generally accepted form of currency wherever obtained. So convenient was it that large quantities were imported for use as currency. More recently, however, mints for the coinage of "dollars" purporting to be of weight and fineness equal to Mexican coin have been established, not by the central Government, but by the authorities of the various provinces, and the result is that the rivalry between these provincial mints has reduced the weight and fineness of the "dollars" which they issue until the provincial silver "dollars" are looked upon with distrust. Additional mints, however, are being established, the machinery for them being from the United States. Some half dozen of the cities of China have now their mints for the coinage of "dollars," and work is in progress upon local mints in other cities; so that by the end of the present year, according to a recent issue of the North China Daily News, at least ten different kinds of silver coins purporting to be "dollars" will be upon the market. In addition to this uncertainty, may be pointed out the fact that the "tael" differs in various cities and provinces, the weight of silver recognized as a tael being greater at some points than at others. The consequence is that while the haikwan (or customs) tael was worth on January 1, 1904, 69.8 cents (gold), the Amoy tael was worth but 68.6 cents, the Canton tael 68.4 cents, the Chinkiang tael 67 cents, the Ningpo tael 66 cents, the Chefoo tael 65.6 cents, the Hankow tael 64.2 cents, the Foochow tael 63.5 cents, and the Shanghai tael 62.7 cents. Even the "sycee," which is an actual quantity of silver cast in the form of a shoe with the weight written upon it in Chinese characters, is somewhat uncertain as to its value, both by reason of the constant fluctuation in the price of the silver which it contains and the uncertainty as to the fineness of the silver utilized.

All efforts to learn the exact fineness of the standard silver used in the sycee have been unsuccessful, though the estimates put the rate at ninety-seven one-hundredths, which is considerably in excess of the American coin, which is ninety one-hundredths fine. The sycee is merely an indefinite quantity of silver cast in the form of a woman's shoe, its actual weight being determined by agents or officers appointed by the merchants to weigh the sycees, accuracy and integrity on their part being insured by actual physical decapitation of those who are found dishonest. Even the "cash," a copper and zinc coin about the size of our 25-cent piece, having a square hole in the center for convenience in stringing quantities of them together, varies greatly both in fineness and weight, in some cases 1,000 of them being equal to a "dollar," while others nearly 2,000 are required to equal a "dollar." Gold coin is practically unknown in China, no coins of this metal being made at the mints, and gold coins of other countries have seldom, if ever, circulated, though the value of the metal is fully recognized, and gold, whether in coin or bulk, proves a medium of exchange upon determination of its weight and fineness when occasion requires.

The uncertainty as to the quality and quantity of the metals contained in the various coins and measures of weight makes an attempt to indicate the relative value of the monetary units difficult and somewhat uncertain, though a recent official (consular) statement puts the relative values as follows:

10 cash .... =1 conderin.
10 conderin .... =1 mace.
10 mace... =1 tael.
1 tael .... =1⅓ ounces (avoirdupois) of silver.
(Value of haikwan tael on January 1, 1904, 69.8 cents.)

Mexican dollars and local dollars thus equal about three-fourths of one haikwan tael in value, though no official relationship exists save in the weight and fineness of metal in the dollars compared with the standard tael.

All customs duties are collected in what is known as the "haikwan tael," which has a somewhat higher value than the tael standard accepted in the respective cities.

The paper money is under even less legal regulation than the metallic. There are few banks of issue in China, and those mainly located at Peking. These issue notes as low as 10 cents in value, but these have usually only a local circulation. Paper money was issued in China more than two thousand years ago, and its use continued in a greater or less degree until about 1450, when it was suspended and has been but recently resumed, and that in but small quantities.

Chinese banks, especially those of Peking and the discount banks in the cities of the provinces, are under governmental supervision by reason of the fact that they perform the functions of a treasury for the Government, and therefore have a high standing with the business public. Foreign interests in the banking line are represented in nearly all cities where foreigners reside or visit, agents representing a number of great banking establishments being found in all cities of this class. The Hongkong and Shanghai Banking Corporation, incorporated in 1864, has a capital of $10,000,000 and has its representatives in all the treaty ports and some of the other important cities of China, while the Imperial Bank of China, the Mercantile National Bank of India, the Russian Bank of Foreign Trade, the Bank of China and Japan, the Deutsch-Asiatiche Bank, and the Central Bank of India, Australia, and China also have agents and in some cases regularly established banking houses in many of the more important cities. Exchange quotations are published daily by bankers and brokers, and business transactions between any of the treaty ports and the great financial circles of America or Europe are thus rendered practicable. Business between the various treaty ports may thus readily be carried on through the bankers' agents, and transactions between these points, in small sums, are facilitated by a postal money-order system which was put into operation by the Government about a year since, by which sums from $1 upward may be transmitted on payment of a fee at the rate of about 2 cents per dollar, each remittance being limited to $10, but there is no limit as to the number of remittances issuable to the same applicant.

The following shows the value of the taels of the respective provinces, where issued, on January 1, in 1897, 1898, and 1899, and on April 1, July 1, and October 1, 1899, and January 1, 1903:

VALUE OF TAEL IN TERMS OF UNITED STATES GOLD DOLLAR.

PROVINCE OR CITY.	1897	1898	1899	1900	1901	1902	1903
Amoy	.76,7	.68,5	.71,0	.69,1	.75,7	.66,9	.58,4
Canton	.76,5	.68,3	.70,8	.68,9	.75,5	.66,7	.58,2
Chefoo	.73,3	.65,5	.67,9	.66,1	.72,4	.62,9	.55,8
Chinkiang	.74.9	.66,9	.69,3	.67,5	.71,0	.65,3	.57,0
Fuchau	.70,9	.63,4	.65,6	.64,0	.70,1	.61,8	.54,0
Haikwan (customs)	.78,0	.69,7	.72,2	.70,3	.77,1	.68,0	.59,4
Hankow	.71,7	.64,1	.66,4	.64,7	.70,9	.62,6	.54,6
Niuchwang	.71,9	.64,3	.66,5	.64,8	.71,0	.62,7	.54,8
Ningpo	.73,7	.65,9	.68,2	.66,5	.72,8	.64,3	.56,1
Shanghai	.70,0	.62,6	.64,8	.63,1	.69,2	.61,1	.53,3
Swatow	.70,8	.63,3	.65,5	.63,9	.70,0	.61,8	.53,9
Takau	.77,2	.69,0	.71,4	.69,6	.76,2	.67,3	.58,8
Tientsin	.74,3	.66,4	.68,8	.67,0	.73,4	.64,8	.56,6

The value of the haikwan tael, as computed by the Director of the Mint, has been as follows: On January 1, 1874, $1.52242; 1875, $1.47896: 1876, $1.38588; 1877, $1.43082; 1878, $1.37331; 1879, $1.338; 1880, $1.36318; 1881, $1.34796; 1882, $1.35193; 1883, $1.31993; 1884, $1.32224; 1885, $1.26797; 1886, $1.18413; 1887, $1.16602; 1888, $1.15,1; 1890, $1.14,8; 1891, $1.27; 1892, $1.13,7; 1893, $1.01; 1894, $0.84,9; 1895, $0.74,9; 1896, $0.80,8; 1897, $0.78; 1898, $0.69,7; 1899, $0.72,2; 1900, $0.70,3; 1901, $0.77,1; 1902, $0.68; 1903, $0.59,4; 1904, $0.69,8.

LABOR AND WAGES.

With the ports of China open to foreign capital and enterprise, in manufacturing, transportation, and the construction of railways, the question of labor and wages becomes an important one. While the introduction of local industries has at the points where they exist already led to a material increase in wages, up to the present time these incidents have had but a slight effect upon a nation of nearly 400,000,000 industrious, plodding, persistent workers. Reports of consuls and others who have opportunity to study the details of labor conditions in China indicate that the rate of wages of laborers ranges from 3 cents to 10 cents per day, except in the case of skilled labor, where prices are from 18 cents to 22 cents per day. Consul Gracy, of Fuchau, writing in October, 1897, said that cooly labor could be hired for from $1.50 to $3, Mexican, per month—equal, in American currency, to from 75 cents to $1.50; good mechanics for from 20 cents to 30 cents per day—equal to from 10 cents to 15 cents, gold; and added that the wages of the laboring classes have not materially increased since 1890, when the Mexican dollar was quoted at 94 cents, as against 45 cents at the date of his report upon this subject. An official report received by the State Department in 1895 gives the wages of barbers at 3 cents per day; tailors, 10 cents; carpenters, 11 cents; cabinetmakers and blacksmiths, 13 cents; brass workers, 16 cents; cotton-factory hands, 18 cents, and cotton-mill machinists, 21 cents per day.

MANUFACTURING.

That manufacturing in China is likely to assume an important position and aspect must be apparent from an examination of the rapid development in this industry during the past few years. The treaty of Shimonoseki, which followed the war between China and Japan, permitted the introduction of foreign machinery for manufacturing purposes, and gave to citizens of Japan many rights as manufacturers which did not formerly exist, but which under the "favored-nation" clause of other treaties were thus granted to representatives of all nations having treaties with China. The result of this has been a rapid enlargement of the manufacturing industries of China, the introduction of modern machinery, especially for the manufacture of cotton goods, steam "filatures" for reeling the silk from cocoons, electric railways, electric lights, telephones, and many other features tending to quicken enterprise and develop the manufacturing industry. This development is as yet very small compared with the population of this vast Empire and with its demands, but that it is the seed which may prove the beginning of elaborate manufacturing industries is evident from the details of the statements which will be found on subsequent pages. That the probability of increased manufactures in China reduces materially the prospect for a general market for American merchandise, however, is not considered likely. On the contrary, the increased occupation, earnings, and requirements which the manufacture of a few staple articles will give will open a market for a greater variety of the goods now manufactured in the United States and of which the facilities for manufacture in China can not be expected to be developed for many years.

COTTON AND COTTON GOODS.

The cotton industry and cotton demand in China are an especially important subject in considering that country from the standpoint of American commerce. Cotton and cotton goods now form the largest item of our exports to China, and reports of the British officials who control the customs service of China state that American cotton goods are gaining in the markets of that country, while those from Great Britain are falling off in importations. It is also a fact, however, that the production of cotton and the manufacture of cotton goods in China are being stimulated and rapidly developed, and that the importation of raw cotton and cotton yarn from India and of cotton yarn from Japan has rapidly increased. While neither the native nor the Indian cottons compare favorably with those from the United States, their proximity and the willingness of the masses to be content with the coarser goods which are thus produced make it apparent that American cottons, whether raw or manufactured, will meet with sharp competition, as they are already doing, in the native products and those of the countries more immediately adjacent.

THE CUSTOMS SERVICE.

The requirement that consuls should become answerable to the Chinese Government for the duties and dues payable by citizens subjects of the countries represented by them was abolished in 1851, and in 1854 a foreign inspectorate was established at Shanghai at the request of the Chinese authorities to assist in the administration of the customs. It was agreed that representatives of the countries having ministers or consuls in China should jointly take charge of the customs service of China, thus in fact transferring the collection of customs dues of that country into the hands of foreigners. The first paragraph of the agreement, which was made on June 20, 1854, was as follows:

> Rule 1. The chief difficulty experienced by the superintendent of customs having consisted in the impossibility of obtaining custom house officials with the necessary qualifications as to probity, vigilance, and knowledge of foreign languages required for an enforcement of a close observance of treaty and customs regulations, the only adequate remedy appears to be in the introduction of a foreign element into the custom-house establishment in the persons of foreigners carefully selected and appointed by the "taotai," who shall supply the deficiency complained of and give him efficient and trustworthy instruments wherewith to work.

The result of this agreement was the appointment of a board of inspectors, L. Carr being the American, T. F. Wade the British, and Arthur Smith the French member of that board. The chief responsibility for the organization fell upon the British member, Mr. Wade, because he alone of the members was familiar with the Chinese language, and this, coupled with the fact that a large proportion of the foreign trade of China was with British merchants, resulted in a retention of British citizens at the head of the customs service from that to the present time, Mr. Wade having been succeeded by H. N. Lay, a clerk in the British consulate, who was in turn succeeded by Sir Robert Hart, the present efficient inspector-general of customs. He names the inspectors of customs at each of the treaty ports, selecting them from representatives of the various nations having treaty and trade relations with China, and they enforce the customs laws and regulations, collect the duties, and report to the inspector-general, who in turn is responsible to the Chinese Government for the entire foreign customs service. Recently his duties have been greatly enlarged by the placing in his hands of the light-house service, and the postal system, which has been established, and China brought into the Universal Postal Union.

HISTORY OF TREATY PORTS.

Prior to 1842 all trade of foreign nations with the people of China was conducted at a single port, Canton, and through Chinese merchants located at that port. These were termed "hong merchants," the word "hong" meaning warehouse. Foreign merchants who desire to offer their goods for sale in China were required to place them in the "hongs" or warehouses of these merchants, who, representing the owners, disposed of them to the native merchants and were answerable to the Chinese Government for the customs revenue derived from the foreign trade. The East India Company, which then controlled British trade with China, had a "factory" at Canton under supercargoes prior to 1834, but was permitted to trade only through Chinese "hong" merchants. The term "factory," it may be remarked, was not used under these conditions in the sense now ordinarily recognized, but meant simply a trading station or warehouse, the term growing out of the word "factor," meaning agent or representative. The monopoly of the East India Company having been abolished in 1834, British merchants were represented at Canton by superintendents of trade, but were still required to transact business with and through the "hong" merchants, and similar requirements also existed with reference to American, French, Portuguese, and, indeed, all merchants or traders desiring to transact business and maintain commercial relations with the people of China. A result of the war between Great Britain and China in 1842 was a treaty by which each agreed that the ports of Canton, Shanghai, Fuchau, Ningpo, and Amoy should be open to the commerce of Great Britain, British subjects to be permitted to reside in those cities and trade with whatever persons they pleased, and British consuls to be appointed and become answerable to the Chinese authorities (in lieu of the "hong" merchants) for the dues and duties payable by British subjects. By the treaty made between China and the United States July 13, 1844, and with France October 23 of the same year, similar provisions were extended to the citizens of those countries.

The five ports above named remained for nearly twenty years the sole gateways for foreign citizens and foreign commerce to the interior of China. They were all located on the coast; Shanghai, near the entrance to the great Yangtze River, the Mississippi of China; Canton at the mouth of West River, the next important navigable stream of the Empire; and Ningpo, Foochow, and Amoy at points on the coast between Shanghai and Hongkong, no treaty port during that time being permitted within several hundred miles of the capital, although its location is near the coast and near to suitable ports at which foreign citizens and merchandise might have been readily admitted had the Government so desired. It was not until 1860 that the number of treaty ports was increased, and then by the addition of a single one, Swatow, also a long distance from the capital. In 1861, however, six new treaty ports were opened, one of these, Tientsin, being within 80 miles of the capital, Pekin, and 30 miles from the mouth of the river which admits ocean traffic to its wharves. This group of ports opened in 1861 contained the first interior ports of the Empire opened to foreign trade, Hankow, located on the Yangtze, 582 miles from the ocean being the most important, while Kiukiang, also located on the Yangtze, lay midway between Hankow and the ocean. Chefoo, near the entrance to the Gulf of Pechili, the gateway of Tientsin and Pekin, and also near the recently acquired British port of Wei-hai-wei, was likewise opened by this treaty, as was also Newchwang on the opposite (northern) side of the Gulf of Pechili, thus giving three treaty ports—Chefoo, Tientsin, and Newchwang—upon the borders of the great gateway to the capital, the Gulf of

Pechili. In 1876 Kiungchow, located upon the island of Hainan at the southernmost part of the Empire, was opened as a treaty port, and in 1877 four additional ports, Ichang, Wuhu, Wenchow, and Pakhoi, two of these—Ichang and Wuhu—being in the interior on the Yangtze, Wenchow on the eastern coast, and Pakhoi on the extreme south upon the Gulf of Tonking.

In 1887 Kowloon and Lappa, lying between Hongkong and Canton, at the mouth of the West River, were opened under the opium agreements of 1886 and 1887. In 1889, by the French treaty of Tientsin, Lungchow and Mengtsz, in the extreme south and immediately adjacent to French Indo-China, both of them distant from the coast, but near to the border line between southern China and French Indo-China, were opened as treaty ports. In 1891 Chungking, the principal city of Szechuan, the largest and most populous province of the Empire, lying 2,000 miles from the coast at the head of navigation on the Yangtze, was opened as a treaty port. In 1894, by the Sikkim-Tibet convention, Yatung, lying in the dependency of Tibet, nearly 3,000 miles from Shanghai, the great gateway of China, was made a treaty port, though only accessible by pack animal and carriers. In 1896, under the Japanese treaty of Shimonoseki, signed in 1895, Hangchow, on the coast near Shanghai, and Soochow and Shasi in the interior, were opened; and in 1897 Samshui, Wuchow, and Szemao, in the southern part of the Empire, were opened as treaty ports at the solicitation of the French Government, which is pressing for an opening for its commerce from its possession, Tonkin, lying on the southern border of the Empire. In 1898 three additional ports were opened as treaty ports—Funing, on the coast nearly opposite the island of Formosa, Yochow, far in the interior, and located upon Lake Tunking, and Chinwang, on the Gulf of Pechili, connected by rail with Pekin, the capital. In 1903, Antung on the Yalu River, near the Korean border, and Mukden about 500 miles north of Port Arthur, were made treaty ports at the instance of the United States.

It is proper to observe that the slight discrepancies between the dates above mentioned and those given in the table of treaty ports, with dates of opening, population, and trade, are due to the fact that the actual opening was in some cases slightly delayed beyond the time named in the agreements from which the above statements are quoted.

At the ports open to foreign trade the foreign maritime customs take cognizance only of cargoes carried in foreign bottoms, i. e., foreign-built ships, whether foreign owned or Chinese. Side by side with the foreign customs at every port is the old native customhouse, which still controls the trade in native junks and levies duties according to a tariff which is not necessarily the same as the foreign tariff. Besides the ports open to foreign trade there are a great number of places both on the coast and inland where the Chinese Government has from time immemorial established custom-houses. These are known by the generic name of "kwan," and as such are readily distinguished from the modern likin stations which are generally termed "chia" or "ka." It would be tedious to enumerate all these places, but briefly they include every port of any importance on the coast and inland waters, and certain passes on the main trade routes, such as Chang-chiakou and Shan-hai-kwan on the northern frontier, and Taiping and Kanchow between Kwangtung and Kiangsi.

A few of the richer collectorates have always been, and still continue to be, filled by a nominee of the court—a Manchu, of course. This is notably the case at Canton, where the controller is known as the "hoppo." He is independent of the local officials, and sends his reports and accounts direct to Pekin, and not through the provincial authorities. The other collectorates are managed through the local authorities, and all their returns and accounts are sent forward in the usual way through the governor of the province.

PRIVILEGES OF FOREIGNERS IN TREATY PORTS.

Foreigners in treaty ports, while they have permission to trade with the citizens of China, are subject in a large degree to the regulations established by their own authorities. A definite area is set aside for their occupancy, a certain allotment being made to each nation, these being under the supervision of municipal councils composed exclusively of foreigners and policed by foreign policemen. The local regulations are established and administered by the occupants of these districts so set aside and under direction of the consuls appointed by the governments of their respective countries. Questions of law and justice are decided in the consular courts in all cases where they arise between foreign residents, while in certain classes of cases between the foreigners and Chinese some are brought in the consular courts and others in the Chinese courts, those in which the foreigner is defendant being tried in the consular courts, while those in which Chinese citizens are defendants are tried in their own courts. At Shanghai, for instance, the foreign settlement lies outside the north gate and stretches north and northeast for 2 miles along the banks of the river and consists of three "concessions," known as the French, British, and American concessions, respectively. The first mentioned is a narrow stretch, bounded on the north by a canal; thence, for three-fifths of a mile to the Woosung River, stretches the British settlement, which was the first laid out. Beyond this lies the American settlement, called Houkew, which in 1863 was incorporated with the British settlement for municipal purposes. The French settlement has its own municipal government. There is no restriction, however, as to the nationality of residents or land renters in any of these concessions. The municipal management has been so satisfactory that Shanghai has earned the distinction of being the "model settlement" of the East. The streets are well made and kept and are lined with imposing buildings, those parallel with the river being named after Chinese provinces and the cross streets after cities. The western half of the settlement is occupied largely by Chinese, for whose benefit a mixed court has been provided. In all civil, criminal, and political matters, subjects and citizens of the different treaty powers are, as elsewhere in China, subject to the jurisdiction of their consuls, except in the cases of Great Britain and Germany, which have provided special courts. A handsome street stretches along the river frontage of the three foreign settlements, and the public buildings are large and fine, while the municipal offices, clubhouse, hospitals, and churches are all admirable.

In Canton the foreign settlement is located upon the so-called "sand flats," an artificial island about 3,000 feet long and 1,000 feet broad, surrounded with a substantial embankment of granite, and separated from the Chinese city by a canal 100 feet wide. Good roads have been constructed along the margin of the concession, and that part facing the river is planted with trees and shrubs, forming a pleasant promenade. Streets are laid out and houses built, and the residents have formed themselves into a committee for municipal purposes. There are a large number of "hongs," or warehouses, and wholesale as well as retail establishments, a clubhouse, a good library, churches, and residences, though some of the English and Portuguese merchants doing business at this point retain their residence and business headquarters at Hongkong and Macao, which are a few hours distant by boat. The land occupied by these foreign settlements is not considered the property of the governments whose people occupy it, but is merely leased to the occupants by the Chinese Government.

At Tientsin, the foreign settlement called "Tsz'-ch'lin," or Red Balmy Grove, is located 2 miles below the city, and consists of three "concessions," as in Shanghai—the French nearest the city, then the British (the largest and most important), and lastly the American. In the other and less important treaty ports conditions as to the residence and government of foreigners are similar, though modified necessarily by the number of residents and other conditions.

DESCRIPTION OF, AND TRADE CONDITIONS AT, THE PRINCIPAL TREATY PORTS.

The treaty ports being the doors through which foreign trade must enter China, it seems appropriate to present somewhat in detail the trade conditions at each of those places, and especially the popularity of and demand for American products, the class of goods imported, and the details of importations for a term of years, thus showing the increase or reduction for each class of goods at each port, and enabling American manufacturers and merchants to determine not only the general demand for their particular classes of goods, but the point at which that demand seems greatest and most likely to increase if properly cultivated.

SHANGHAI.

Shanghai is the New York of China. It occupies a position on the coast quite similar to that of New York on our own Eastern coast, and its percentage of importations into China is about the same as that which New York enjoys in the United States. The large share of the foreign trade of China which Shanghai controls is due largely to its position at the mouth of the great artery through which trade flows to and from China—the Yangtze River. Transportation in bulk in China up to the present time having been almost exclusively by water, and the Yangtze being navigable by steamers and junks for more than 2,000 miles, thus reaching the most populous, productive, and wealthy sections of the country, naturally a very large share of the foreign commerce entering or leaving that country passes through Shanghai, where foreign merchants, bankers, trade representatives, trade facilities, and excellent docking and steamship conveniences exist. The lines of no less than eight great steamship companies center at Shanghai, where they land freight and passengers from their fleets of vessels, which are counted by hundreds, while the smaller vessels, for river and coastwise service, and the native junks are counted literally by thousands.

The Yangtze from Shanghai westward to Hankow, a distance of 582 miles, is navigable for very large steamships, that are capable of coasting as well as river service. Hankow, which with its suburbs has nearly a million people, is the most important of the interior cities, being a great distributing center for trade to all parts of central and western China, and thus the river trade between Shanghai and Hankow is of itself enormous, while the coastwise trade from Shanghai, both to the north and south, and that by the Grand Canal to Tientsin, the most important city of northern China, is also very large. Prices of lands and rentals have increased with great rapidity in the past few years, rents having increased by from 50 to 100 per cent, and the enhanced cost of living is placed by competent judges at from 20 to 30 per cent. These advances are due, it is said, to the rapid increase of manufacturing industries at that point, by which employment has been given to a large number of people at better wages than ever before. The local cotton mills during recent years have worked night and day, the number of spindles having been increased to the full capacity of the various factories, while other manufacturing establishments were also pushed to their utmost capacity. The number of steamers entering the port of Shanghai in 1901 was no less than 3,698, with a tonnage of 5,277,381, while the sail vessels numbered 484, with a tonnage of 118,544. The total number of vessels entering and clearing during the year was 8,361, or nearly 700 per month. The foreign imports, which in 1891 amounted to 77,336,115 haikwan taels (value of tael in 1891, $1.27), amounted in 1901 to 158,943,521 haikwan taels (value of tael in 1901, 72 cents). The native produce imported amounted to 47,000,000 taels in 1891 and 77,000,000 taels in 1901. The imports from the United States in 1901 amounted to 22,286,783 haikwan taels out of a total of 158,943,521 haikwan taels, while in 1893 they amounted to but 5,193,534 out of a total of 83,974,245. Thus, while the total imports of Shanghai increased a little over 89 per cent in the eight years, those from the United States showed a gain of over 300 per cent.

CANTON.

Of the treaty ports of China the next in importance and age is Canton. Indeed, the foreign trade with China began at this point, though it was carried on, as already indicated, through the "hong merchants" prior to the treaty of 1842, by which it was agreed that foreign merchants should have the right to reside and conduct business at certain places in China. The agreement of the treaty of 1842 to open Canton was not carried out in a satisfactory manner, and it was not until after a second war between Great Britain and China, in 1856, that the city was freely opened to foreigners and direct foreign trade. The customs statements of imports at Canton do not give a fair picture of its real business, because of the fact that a large share of the imports which come from Hongkong and Macao pay customs duties at Kowloon and Lappa, which are mere customs "stages" lying between Canton and those two important trade stations at the mouth of the West River, upon which Canton is located a few miles inland. The customs report of Canton shows small foreign importations, though those of Kowloon and Lappa, insignificant places at the seat of customs collection, show large amounts. Canton is deemed especially important in its relations to the trade of China because of the recent opening to trade of the West River, which seems likely to prove to the trade of southern China what the Yangtze is to the central part of the Empire, and as Canton lies at the mouth of that river it is expected that its commerce will greatly increase. The opening of the West River gives water transportation several hundred miles into the interior of southern China through the western part of the provinces of Kwangtung, whose population is over 31,000,000, and Kwangsi, with a population of over 5,000,000. This insures water communication with the important city of Nanning and with the already open treaty ports of Wuchow and Samshui. In addition to these, four other places, Kongmoon, Kumchuk, Shiuhing, and Takhing, have been established as "places of call" or "stages" for the landing and shipping of passengers and goods by steamers supplied with special river certificates for that purpose. Canton alone has a population of 2,000,000, being the largest city of China.

TIENTSIN.

Tientsin is the most important city of northern China, being located at the head of the Gulf of Pechili and but 80 miles from the capital, Peking, with which it is connected by water and by a railway line. Another completed railway line runs northeastwardly to Shanhai-kwan, and an elaborate railway system is projected southward from this point through the populous provinces of Shantung and Kiangsu, to connect Tientsin with Shanghai. In addition to these, the Grand Canal, the most important of the great artificial waterways of China, has for centuries connected Tientsin with the Yangtze and Shanghai. Its population in 1899 was in round numbers 1,000,000 and its imports, which in 1888 were about 24,000,000 haikwan taels, were in 1901 more than 41,000,000 haikwan taels, having thus nearly doubled during the period.

HANKOW.

As Shanghai, Canton, and Tientsin, located at the central, southern, and northern extremes of the coast of China, are the most important of its exterior treaty ports, Hankow is the most important of the interior points designated as treaty ports. It is located on the Yangtze River, 582 miles from the ocean, and is reached by lines of large seaworthy steamers. Designated as a treaty port in the treaty of 1858, it was not opened until 1861. It is splendidly situated, in the very heart of the country, in the center of a network of rivers and lakes unsurpassed elsewhere, and with its suburbs has a population of nearly 1,000,000, while the province of Hupeh, of which it is the capital, has a population of 22,000,000; Ngankwei, which adjoins it on the east, has a population of over 23,000,000; Honan, on the north, 35,000,000; Kiangse, on the south, 26,000,000, and Hunan, on the southwest, 22,000,000, all of them accessible by the waterways, natural and artificial, of this section. The gross value of the trade of Hankow in 1901 amounted to nearly 87,000,000 haikwan taels, being only 4,000,000 haikwan taels less than in 1899, when the trade of the port reached the highest mark in its history, being over 90,000,000 haikwan taels in value. The imports of foreign merchandise during the former year were over 36,000,000 haikwan taels, against 19,000,000 haikwan taels in 1895.

Practically all of the imports of foreign goods reach Hankow from Shanghai and other ports of China, where they have been entered and duty paid, the value of that imported direct from foreign countries being very small. The importance of Hankow is rapidly increasing by reason of the proposed construction of a railway line or lines to connect it with Peking at the north and Canton at the south. A line has already been constructed from Peking southward past Tientsin to Chinting by a Russian company, while another is projected from Chinting to Hankow by a Belgian company, and from Chinting Later to Hankow an American company is proposing to build a line. This will put Hankow in direct rail communication with Canton at the south of China and Peking at the north, while it will at the same time be in direct water communication by numerous lines of large and swift steamers with Shanghai, the greatest port of the country, and lying almost directly east of it. At the west it is already in direct water communication with the largest and most populous province of China, Szechuan, which alone has a population of over 68,000,000, and is one of the most productive and important of the sections of interior China. Upon the commerce of Hankow, and especially the demand for goods from the United States, Consul Child in October, 1897, reported to the State Department as follows:

> As Hankow and the other cities in this district are located on the upper or central Yangtze River, most of the goods received here have to pass through the Shanghai custom-house and are reshipped up the river to local purchasers, mainly Chinese, either by the various lines of steamers or by junks and larchas. The high water in the river at present jeopardizing the crops, the famine that has been prevailing on the borders of the provinces of Hupeh and Szechuan and the fluctuation of silver have had a tendency to prostrate business; but the merchants look forward for an increased trade this winter with the upper country as far as Szechuan. It is thought that an effort will be made to start a line of small steamers from Ichang to Chungking, as the navigation of that portion of the river is now under the control of the trackers (coolies that convey the junks up the rapids), most of whom have been pressed by the officials to carry rice to the suffering persons.
>
> The import of United States kerosene has held its own, being 1,870,050 gallons for the quarter ending June 30 last, against 1,431,000 for the quarter ending June 30, 1896. During the same quarter, the importation of Russian oil was 1,916,400 gallons, against 1,515,700 gallons ending the same quarter, June 30, 1896. One reason that the Russian oil is obtaining a foothold here is that it sells at about 8 per cent less than the American oil. There were also, during the last quarter, 387 gallons of langkat (Dutch oil) imported here.
>
> The demand for United States textile goods, especially drills, is steadily increasing on account of their superior quality. The inquiry for American bicycles is also increasing, and there are now about sixty in use here; they are considered superior to all others. United States flou[illegible] largely in the Yangtze Valley, as well as all kinds of American canned goods, ham, bacon, cheese, California fruits, etc. An [illegible]rm has been located here in the last month, and will do a general export and import business.
>
> In regard to the importation of agricultural machinery, nothing can be done at present; but Professor Brill, of Cornell University, New York, has just arrived at Wuchang for the purpose of establishing a model farm under the auspices of the viceroy, and he will endeavor to introduce the latest agricultural machinery here.
>
> American clocks and lamps are the only ones in use here, the native stores being filled with them. United States axes are coming into general use. Boots and shoes are manufactured by native workmen at less than one-half the cost of the imported article, but they are not so good and are badly finished. The same may be said of clothing. As a general thing, hides and skins are exported, and the leather used here imported mainly from Europe.
>
> I think that China will shortly become a vast field for American mercantile enterprise, as the goods manufactured in the United States are generally popular.
>
> It would be impossible to give a correct report in regard to the fluctuation of silver, the currency in vogue in this country being based on the Mexican dollar, which has vacillated about 20 per cent since January 1. As a general thing, the Mexican dollar passes locally two for one United States gold dollar. The common coin of the country is the "cash," now quoted at 850 for a Mexican dollar. Owing to the fluctuation in silver, considerable confusion has been created in exchange, especially in large business transactions.
>
> This being an inland port, there are no harbor rates or tariff dues paid by American importers, all being paid in Shanghai; freights are also adjudicated there. The time en route from here to the United States, including stoppages at Shanghai and other ports, will average fifty days; with no detention, about forty days. A daily line of steamers runs from Shanghai to Hankow. The boats are excellent, and make the trip in four days; passage costs $40 (Mexican). There has been no increase or decrease in freight rates during this year, but as the Japanese propose to put on a line of steamers early next year, a freight war may ensue. As regards commercial travelers, no restrictions whatever are thrown in their way. Armed with a passport, they can go anywhere within the Empire of China with impunity, nothing being contrabanded but opium, firearms, and gunpowder.
>
> Regarding the railroad proposed to be built from Hankow to Peking, but little is known definitely. The routes have been gone over, but no permanent survey made. From here to the hills, 14 miles distant, a trestle will have to be built above the high-water mark, in many places 50 feet in height. Boats are now unloading stone for that purpose. In the valley of the Yellow River, on the route, the engineers anticipate much trouble in bridging that stream, as it will require skillful engineering to cross the mountains that lie along the line. Most of the country en route is magnificent and susceptible of a high state of cultivation. At places extensive coal fields can easily be developed, and all that is needed for that purpose is a railway to carry the carbon off, as it can be mined at a small outlay. The iron works at Hanyang, under the charge of an American expert, have demonstrated the fact that rails can be made out of Chinese iron and coke at an output of 130 per day (30-foot 850-pound rails).
>
> As a general thing, business here has been sluggish, the only excitement being the purchase of tea, which did not command as high a price as it did last year, the quality being not so good and it being reported that the American market was overstocked.

NIUCHWANG.

Niuchwang, while a comparatively small city of but 60,000 population, is of especial importance to the United States as a treaty port. It is located at the extreme north of the Gulf of Pechili, considerably farther north than Tientsin, and is of especial importance to the United States because of the demand for goods from this country in that section. American cottons, American oil, and American manufactures generally are in great demand in the province of Shingking, of which Niuchwang is the treaty port and most important city, and goods reach the interior by the Muren River, which is navigable nearly to the northern border of the province. The Russian railway line, through Manchuria and the province of Shingking to the port of Port Arthur, passes near Niuchwang and is connected by a short line. Another line, to be built by British capital, will connect Niuchwang with Shanhaikwan, which is already in railway connection with Peking, the capital of the Empire. The demand for American goods at this treaty port and the country adjacent to it is shown by the following extract from the report of Walter Lay, commissioner of customs at that point, written in January, 1898, and covering the commerce of Niuchwang during the year 1897:

> The rapidity with which English drills have been disappearing may be seen by noting that the importation only four years ago amounted to 80,000 pieces, while during the period under review only 3,000 pieces arrived. The predominant position secured by American drills and sheetings, referred to in past reports, is now one of sheer supremacy. The value of these two items aggregates 3,125,000 haikwan taels—that is, not far short of half the gross value of all foreign arrivals coastwise. Cotton yarn did not recede from the advanced position assumed in the previous year, for the falling off of the Indian yarn was neutralized by the increase in Japanese yarn. The inelastic character of the trade in woolen goods continues. As to metals, while most of the items have declined, the gross quantity compares very favorably with that of 1896. The loss in nail-rod iron and horseshoes was compensated for by the gain in old iron plates and scraps. The most striking feature in the category of sundries is the overwhelming importation of kerosene oil, in which trade the supremacy of the American brands is exceedingly pronounced, for the large importation of 526,000 gallons in 1896 has been eclipsed by the 2,041,000 gallons to the credit of the period under review. While the growing popularity of kerosene oil is undoubted, the extreme dearness of bean oil throughout the season was the principal factor in determining the remarkable development in question. * * * The net value of the imports, which is practically the same as the large figure of the previous year, may be considered fairly to represent a volume of trade equivalent to that year. With reference to the leading articles, native cloth, medicines, silk piece goods, green tea, and prepared tobacco have gained, while raw cotton, paper, and sugar have lost. Cotton yarn, manufactured by Chinese steam cotton mills, advanced from 30 piculs, valued at 600 haikwan taels, to 4,560 piculs, valued at 77,888 haikwan taels.

British Report on the Trade of Niuchwang for the Year 1900.

The following report of the British consul, Mr. Fulford, on the trade of Niuchwang for the year 1900 (Foreign Office, No. 2646), is of special interest at this time:

> The trade of Niuchwang suffered severely from the antiforeign rising of the Chinese in the year 1900.
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> All forecasts of this extent of the trade were, in consequence, entirely overthrown and comparison with the figures of other years seems to serve no purpose. The port opened after the winter icebound period in the last week of March, and by the end of June the disturbances in the interior had reached a pitch which made regular business impossible. A certain amount of export trade went on in the autumn months, but the figures given below practically represent three months' work, in place of the usual eight months of open season.
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> The net amount of the trade was £3,418,408, compared with £7,253,643 in 1899 and £4,634,474 in 1898. These figures do not include the import and export of treasure, which amounted to £726,223 and £429,246, respectively, in 1900.
>
> Net imports amounted to £1,638,237, composed of foreign goods, £1,200,138, and native goods, £438,099, compared with £4,161,281, composed of foreign goods, £3,266,390, and native goods, £894,891, in 1899.
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> The principal items of foreign imports in 1900 were: Opium, £19,911; cotton goods, £644,047; woolen goods, £29,330; metals, £52,048; sundries, £446,791. The figures for 1899 were: Opium, £104,940; cotton goods, £2,033,700; woolen goods, £50,690; metals, £119,536, and sundries, £945,033.
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> Of the cotton goods imported in 1900, £310,980 represents the value of American drills, sheetings, and jeans, the figures for which were £65,108, £238,091, and £7,781, respectively. Japanese cotton goods amounted to £45,670 and Dutch cotton goods to £215. The bulk of the remainder, £287,182, were British.
>
> In foreign sundries the heaviest item was £145,841 for railway material. Coals amounted to £45,31[illegible], mostly from Japan; flax to £36,002, mostly from America; American oil to £32,448; and sugar to £34,235, mostly from Hongkong.
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> So far as it is possible to ascertain the origin of the foreign goods imported, British goods account for £366,784, American for £379,429, and Japanese for £104,206. But this leaves a large balance of imports, and it is impossible, under the conditions of local trade which looks chiefly to Shanghai and not to foreign countries as its source of supply, to ascertain the origin of such imports as are included in the long list of sundries and metals. The trade of Niuchwang is principally in the hands of southern Chinese merchants who come north for the open season only. They are numerous and their transactions complicated. It is doubtful if they themselves know the origin or ultimate destination of all, or nearly all, of the goods they deal in, and they are suspicious of any attempt to ascertain the details of their shipments. The trade with Japan is the most distinct and direct. Imports from Japan in 1900 are given in the customs returns as £192,428.
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> The total net exports in 1900 amounted to £1,780,171, compared with £3,092,362 in 1899. It is thus seen that the export trade suffered less proportionately than the import trade by the disturbances. Goods to the value of £606,145 went direct to foreign countries, and the balance, £1,174,026, to Chinese ports. Of the latter a small proportion is destined for export to foreign countries, but details are impossible to obtain here. Of the goods shipped direct to foreign countries, merchandise to the value of £526,108 went to Japan. The export trade to all other foreign countries, whether direct or indirect, is inconsiderable.
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> Beans, bean cake, and bean oil formed, as usual, the bulk of the exports. The figures were 6,731,504 hundredweight, and value £1,496,696, compared with £10,984,352 hundredweight, and value £2,496,763, in 1899.
>
> An unusual feature in the trade was the large amount of goods, both foreign and native, reexported. The former amounted in value to £68,077, and the latter to £39,068. During the September quarter, when matters were at their worst, there was more business done in reexports than in imports, the native merchants hastening to put as much of their property as possible out of harm's way.
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> The figures for shipping do not show as much falling off as those for trade. In addition to the ships included in the return there were a good many vessels which arrived as transports for Russian troops and stores. The British total was augmented by several ships formerly under the Chinese flag, which were transferred to British ownerships on the outbreak of hostilities.
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> The native passenger returns show 29,862 brought into the port and 66,995 taken away from the port by foreign ships. The bulk of these men were from or going to Chefoo. There was naturally an exodus of railway coolies when work ceased, and this port was glad to see the departure of the few thousand employed on the Chinese railway, for they were a menace to the peace of the place as soon as their work and wages were stopped.
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> When operations were suspended in the middle of June, the Chinese railway was running daily trains from here to Shan Hai Kuan. The earthworks on the Hsin Min Ting extension were nearing that town. The line was not much damaged by the Boxers. In fact, trains were kept running by the Chinese between Shan Hai Kuan and Chin Chau all through the trouble, and the Russians on working their way along the line in October found it in good order. Between Chin Chou and Niuchwang two large temporary bridges had gone, and a short portion of the line had been torn up, but it is expected now (April, 1901) that the Russians will soon be able to run trains through to this port.
>
> The Russo-Chinese line was running trains from Port Aurthur to Tieh Ling, some 40 miles north of Moukden. This line was more damaged but more quickly repaired for military purposes. It is being rapidly pushed forward. Construction trains can now go to Kai Ynan, 25 miles north of Tieh Ling. Work is also going on from Harbin, near Hulan, on the Sungari River, and the two ends will meet this summer. From Harbin there is already connection for construction purposes with Vladivostok. The distance in a straight line from Niuchwang to Harbin is about 500 miles, and from Harbin to Vladivostok about 400 miles. The railway line is of course much longer.
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> There was happily no reappearance in 1900 of the bubonic plague described in my last report. The disease has completely disappeared, but the port suffered to some extent from the bad reputation it had incurred by the epidemic of 1899, and vessels from Niu-

chwang were, with what was regarded here as excessive caution, subjected to medical inspection at Shanghai, for fear that the pest might again visit us in the summer.

Despite the troublous times a new feature was introduced into the trade of the port during the year. The Niuchwang Steam Ferry Tug and Lighter Company commenced work with one small tug, the S. S. *Guücar*, and three lighters. The want of such facilities for dealing with cargo in this harbor where wharfage accommodation is limited has long been felt. In default of much local work last autumn, the tug and lighters were chartered by the British transport officer for work at Shan Hai Kuan, where a large amount of stores for the foreign troops had to be hastily landed at the end of the season.

The Boxer rising did not affect this port till toward the end of June. On the 13th of that month Boxer drilling was reported in the town. On the 15th missionary refugees from towns in the interior between Niuchwang and Shan Hai Kuan and the Chinese railway foreign employees came in. They had received warnings from Tientsin. Their arrival created some little excitement among the natives. On June 23 a false alarm was raised about 11 p. m. that an attack upon the foreign quarter was imminent. Next day most of the ladies and children of the European community left the port. At this time the native authorities and merchants were still sanguine that no local outbreak would occur. But after the antiforeign decrees of the latter days of June reached Moukden, the provincial government allowed the Boxers a free hand. On June 30 the Protestant Missions in Moukden were sacked. All foreigners in connection therewith had previously escaped to this port. On July 2 the French Mission in Moukden was destroyed, and the bishop and his staff were murdered. This was followed by the gradual destruction of all mission stations in the province.

Still Niuchwang remained quiet. The Chinese governor (taotai) behaved well and kept control. Up to July 26 we hoped that we would tide over the crisis. On that day the Russian troops made an attack upon the barracks of the Chinese garrison close to the town, and the taotai, who had assured his people that so long as they observed the peace the foreigners would do the same, felt that he was losing his influence over the more turbulent spirits among the population. Meanwhile the news of events at Takau, Tientsin, and elsewhere, and of the outrages at Moukden and the attitude of the provincial authorities was spreading, and the excitement increased.

On July 28 the Russian consul, hearing a rumor that a Russian captive was held in the native city, wrote to the toatai that he must be given up immediately, or if anything happened to him the city would be bombarded. The rumor was false, but the threat gave rise to great alarm. On August 3 the Russian consul informed the taotai that next day being a Russian festival a salute of 31 guns would be fired by the Russian gunboat lying in the river off the town. The taotai protested that this would terrify the townspeople, and he feared that, under the impression that they were being attacked, the antiforeign party might attempt some violence against the European quarter.

Next morning early the lawless element of the town evidently got the upper hand and advanced against the barricades guarding our end of the city. One barricade was efficiently defended by the volunteers of the foreign community. The Russian forces then took possession of the town, and a Russian civil administration was provisionally established. The foreign community remained under assurances from the Russian authorities of the enjoyment of their treaty privileges.

The disturbed state of the interior during the autumn rendered the transit of goods almost impossible and trade virtually ceased. Matters improved during the winter, and cart traffic, though not so brisk as usual, was fairly large.

In converting into sterling the silver values given in the customs returns I have followed the rate circulated by His Majesty's consul-general at Shanghai, of 3s. 1¼d. to the Haikwan tael.

REPORT OF COMMISSIONER OF CUSTOMS AT NIUCHWANG FOR 1899.

The report of the commissioner of customs at Niuchwang for 1899 has the following statement regarding the growth of the commerce of that port and section:

The prediction put forward in the report for 1898, that the then coming year would be a memorable one for the Manchurian treaty port, has been justified by events. The groundwork of the coming revolution in communications has been laid by the vigorous pushing on of the work on the two railways. By the end of the year the Eastern Chinese Railway line between Port Arthur, Dalny (Talienwan), and the junction at Ta-shih-ch'iao, whence a branch runs to this port, was completed; and the Imperial Chinese Railway line from Tientsin to Yingkou was practically accomplished, the only link wanting being the bridge at Shuangt'ai-tzu. By these systems Yingkou obtains access to open water during the winter at the ports of Dalny and Chinwangtao. Significant as these developments are, they have not yet directly affected the channels of trade, the connection between the port and the places of production in the interior having yet to be completed. For the year under review the boats and carts have enjoyed their ancient monopoly. What may happen when the iron horse connects the little-known wilds with civilization, and the voice of the carter, hurling objurgations at his beasts, has to vie with the hoot of the locomotive, remains for the near future to divulge. Systematic attack has also at last been made upon the mineral resources of Manchuria, the Eastern Chinese Railway having opened coal mines at Mo-ch'i-shan and Tz'uerh-shan, near Liao-yang, and at Wa-fang-tien, in the south of the Liao-tung Peninsula. The railway line runs close to these valuable properties. An unprecedented expansion in trade has accompanied these developments. The net value of the trade for 1899 reached the large total of 48,357,623 haikwan taels, an increase of 49 per cent over the figures of the previous year. To grasp the full meaning of these figures it must be remembered that ten years ago the trade of Niuchwang was worth less than a fifth of this sum; five years ago, less than a third. To adduce a stronger illustration: In 1894 not a single port in China with the exception of Shanghai had a trade at all approaching this value; and even so lately as 1896 only one besides Shanghai exceeded it.

Nor do these figures cover the whole trade. Niuchwang is one of the ports where a large junk trade still flourishes. No statistics of the trade exist, but rough estimates may be made. Inquiries in this direction show that about 1,200 junks from other provinces in China arrived during the year, and that the value of the cargoes brought and taken away by them amounted to not far short of 20,000,000 taels. It will be thus seen that this port is a considerable factor in the Chinese trade, and must, at any rate of late years, be ranked as one of the most important of the treaty ports. Among the causes which brought about the trade prosperity of the year may be noted the increase in population, partly due to the labor employed on the railways, but also largely due to the taking up of new land beyond the Palisade by immigrants from Shantung and Chili; the phenomenal goodness of the bean crop, backed by excellent harvests of the other grains produced so prolifically by the rich soil and fine climate of Manchuria; and the high prices obtainable for produce generally, owing to scarcity in the neighboring provinces. The year was an unequaled one for the farmers, and their prosperity shows itself in the great feature of the year's trade—the extraordinary developments in imports. But, above all, gratitude is due Japan for these piping times. Before this grand market was opened to Manchurian produce the trade at this port was comparatively insignificant. Since Japan demanded the local staples in such quantity, and was willing and able to give such prices for them, Niuchwang trade has moved by leaps and bounds. The demand for exports has led to their greatly enhanced supply. The profits from their sale have increased the purchasing power of the people of Manchuria and raised their standard of living. The advantage is mutual, as may be seen by the prominent position Japanese goods are now assuming on our import lists. It must not be forgotten that the lightness of internal taxation in Manchuria has rendered possible this sudden growth of trade.

Direct imports.—The gross value of the direct imports from foreign countries leaped up to 5,279,185 haikwan taels during the year under review, being an increase over the previous year's figures (1,453,318 haikwan taels) of no less than 263 per cent. The gross direct importations from foreign countries into Niuchang in 1889 were valued at 234,261 haikwan taels. The growth, therefore, of a decade amounts to an increase of 2,153 per cent. It may be doubted whether the records of the China trade can produce a parallel to this extraordinary development. Nor is it to be attributed to a change in the channels of arrival (i. e., to merchandise now coming direct which formerly came via Shanghai), as will appear later on from the remarks on coastwise arrivals. As stated before, it is due to the various causes which have cooperated to increase the purchasing power of the people. Hongkong and Japan between them claim the greater portion of the direct trade. Hongkong's figures rose from 592,397 haikwan taels in 1898 to 1,991,417 haikwan taels in 1899, and Japan's from 594,390 haikwan taels in the previous year to 1,723,999 haikwan taels in the year under discussion, representing increases of 236 and 189 per cent, respectively. Hongkong's share in this trade thus now amounts to 37.7 per cent, Japan's to 32.6 per cent, a contrast to the situation of ten years ago, when Hongkong monopolized 85 and Japan only 5 per cent of the direct foreign importations.

Of Japanese sheetings, which in 1898 only arrived in trifling quantities, 5,460 pieces have come in, valued at 16,380 haikwan taels. The importation of Japanese towels and blankets was four times that of the preceding year, 31,000 of the latter having arrived. Five thousand nine hundred and forty-eight pieces of Japanese cotton flannel appear in the list, against 143 pieces in 1898. These goods will probably succeed in this market, as they are not only cheap, but, as has been pointed out by the Blackburn commission, the raising being only of a moderate length and denseness does not felt into a hard, nonporous surface by being worn, but keeps soft and open, thus rendering it a good material for underclothing in a cold climate. Cotton yarn, both Indian and Japanese, has increased enormously, the former having advanced from 11,628 piculs and the latter from 9,210 piculs in the year before to 40,476 and 36,538 piculs, respectively, during the year we are considering.

A glance at the list of metals shows the same wonderful increment; in particular, old iron horseshoes have jumped from a value of 1,436 haikwan taels to 17,552 haikwan taels. Nor are sundries behindhand. The importation of bêche de mer has doubled, while cement has actually increased fifteen times, and coal has arrived to the extent of 12,350 tons, against 4,445 tons in 1898. Twenty-nine thousand three hundred and forty-three piculs of foreign flour have been imported, valued at over 90,000 haikwan taels, against 38 piculs, valued at 150 haikwan taels, in the preceding year; the entry is accounted for by the low price of flour in America during the year. First-quality paper has increased by more than 100 per cent. Brown and white sugar have come in enormously increased quantities, the gain in the two sorts amounting to over 88.000 piculs; this great improvement is due to the growing liking for sugar prepared in the Hongkong refineries. Seaweed has also been in demand, owing to a scanty supply of locally grown vegetables.

Coastwise arrivals.—Notwithstanding the competition of the direct trade, the arrivals via Shanghai, etc., show great advance, the foreign goods imported in this way being valued at 16,566,413 haikwan taels, or an increase of 80 per cent over the 1898 figures. The native products arriving during the year were valued at 5,976,674 haikwan taels, an improvement of 33 per cent over the figures of the previous year. Among foreign goods plain, gray, and white shirtings came in greatly enhanced quantities. The entry of 584,877 pieces of American drills, value 2,023,646 haikwan taels, shows the firm hold these goods have on the market, they having increased tenfold in as many years. American sheetings are even more sought after, over 1,100,000 pieces having come in, valued at 3,910,916 haikwan taels. These two items alone testify to the value of the Manchurian market to American piece goods. The importation of American cotton flannel quadrupled in comparison with the total of the preceding year. Towels and cotton blankets, the latter principally Japanese, were in great request, while the importations of Japanese cotton flannel more than trebled the 1898 figures. Indian cotton yarn still takes the lead, with the large value of 3,875,946 haikwan taels, but its Japanese competitor shows notable progress. Taking total importations, direct and coastwise, of cotton yarn in 1896, and comparing those of them with the year under consideration, we find that in the three years Indian has increased 33 per cent, the small English figures are about stationary, while the Japanese importations are thirty-six times what they were in 1896. Metals display a general improvement, representing a vast value in the aggregate. Among sundries aniline dyes and needles have increased largely. American kerosene oil has leaped from 1,730,000 to 2,282,060 gallons, and Russian kerosene oil from 92,000 to 205,000 gallons. Great as is this growth, the consumption is small in comparison with the district fed, but there is in Manchuria a strong competitor in the native vegetable oils. The foreign wine imported reached the large value of 57,748 haikwan taels. Much of this is for Chinese consumption, but forbearance should be exercised in inquiring as to its quality. The ablutionary zeal noted by my predecessor has in no wise abated, as the importation of foreign soap was more than double that of the previous year. Turning to native products, we find the same extraordinary growth in purchasing power. Even the most palpable luxuries are represented in the lists. Comparing with the arrivals in 1898, we find improvement in brass buttons, an immense advance in coarse and fine china ware, and a good increase in native cloth, nankeens, and grass cloth of both qualities. Native medicines were taken to the great value of 138,816 haikwan taels, and preserves jumped from a value of 17,000 haikwan taels in 1898 to 44,000 in the year under discussion. Over 30,000 piculs of rice arrived, a distinct luxury in North China, where millet is the staple of diet. Silk piece goods increased nearly 100 per cent, and the three sorts of sugar show immense progress. Prepared tobacco leaped from 8,085 piculs in 1898 to 16,664 piculs in the year reviewed.

The following is the 1902 report of the customs official at Niuchwang:

NIUCHWANG TRADE REPORT FOR THE YEAR 1902.

[By Cecil A. V. Bowra, acting commissioner of customs.]

1. LOCAL.—Extreme cold marked the incoming of the new year. During the previous December the thermometer had been frequently in the "minuses;" but on the 5th of January was recorded the lowest temperature known in this port for many years, −22° F. The ice in the river, which set fast on the 27th of December, 1901, was of unusual thickness: the maximum depth was 31 inches, and the mean of a large number of borings gave 25.2 inches. In spite of the severity of the winter a combination of southerly wind and strong tide proved too much for the frozen river. The ice broke up on the 11th of March, and the first steamer of the season arrived on the 15th. The shipping activity, which was a feature of the year, displayed itself from the start. Over 11,000 Chinese passengers poured into the port by steamer before the end of March. Labor seemed to be in high demand in Manchuria. Wages were offering in these provinces which must have looked like affluence to the poor inhabitants of Chihli and Shantung. For the first half of the summer imports arrived in large and exports left in fair quantities. The prospect was that of an unusually successful year. The anticipation, however, was scarcely realized. Money seems to have been scarce in the interior of Manchuria. Many accounts were outstanding since 1900 and 1901, and banks and capitalists were unwilling to give further facilities until old scores were settled up. The market for beans and bean products in south China was seriously affected by the drought, famine, and consequent diminution of purchasing power in the Swatow district, and by the great fire in Amoy in October. Drought also worked its share of harm in the Manchurian provinces, where in many districts not much more than a "five-tenths crop" was gathered in. The native opium crop was, however, a very full one; and in spite of the difficulties with the gold exchange, the direct trade with foreign countries, both in imports and exports, was greater than has ever been recorded here before. The net result was that the traffic, both in steamers and junks, showed a fair increase over that of 1901. The year was not a brilliant one; the native merchants even describe it as a poor one. But that it should have been as good as it was in the face of circumstances on the whole adverse is significant of its vitality. The trade values of the year in comparison with those of 1901 are shown in the following table:

CLASSIFICATION.	1901		1902	
	Foreign customs.	Native customs.	Foreign customs.	Native customs.
	Haikwan taels.	*Haikwan taels.*	*Haikwan taels.*	*Haikwan taels.*
Foreign imports	17,148,289	51,243	18,315,575	6,981
Native imports	6.475,171	10,201,780	7,030,037	12,306,785
Exports	18,742,220	6,156,991	17,524,957	5,411,032
Total	42,365,680	16,410,014	42,870,569	17,724,798
Grand total	58,775,694		60,595,367	

If these figures are compared with those of 1899, the record year, it will be found that in foreign imports by steamer 1902 actually exceeds that year by a substantial figure, if the value of foreign opium and railway material coming in exceptionally in 1899 be deducted; that in native imports 1899 was exceeded by over a million taels; and that in exports only is any diminution noticeable. A new and interesting departure during the year was the initiation of traffic under the inland waters steam navigation rules, a start in which was made soon after the opening of the season. Eight small steamers registered for the trade. They are mostly under the Japanese flag, and the average tonnage is 214 tons. The chief place traded to was Lung-k'ou, a small port and market town in Huang-hsien, on the north coast of Shantung. A tow-boat towing lighters also made some trips to Ta-ch'ing-ho and Yang-ho, in Chihli; but the venture does not seem to have been profitable.

2. Revenue.—The total revenue collected at the foreign customs was 895,629 haikwan taels, or about 19 per cent more than the 1901 collection, and is the second largest collection made in this port. The principal increase is under the heading of import duty. The intakings were some 30,000 haikwan taels less than in 1899; but as in that year over 100,000 haikwan taels were collected on foreign opium and likin—quite an exceptional item in this opium-growing country, due to the failure of the opium crop in two successive years—the revenue on ordinary merchandise was actually some 70,000 haikwan taels better. This amount was rather more than covered by the increase in our revenue, brought about by the effective 5 per cent stipulation of the peace protocol. The enhanced levy here practically began April 1, 1902, from which date comparative statistics were kept. The total profit to the revenue was 74,282 haikwan taels. Of this total the takings on foreign goods formerly duty-free brought in 19,187 haikwan taels, the difference between the effective 5 per cent and the old tariff on ordinary foreign imports producing the rest. The native customs-revenue for the year was 529,466 haikwan taels, or 96,274 haikwan taels more than in 1901. A large growth is discernible in import duty. The total Niuchwang customs-revenue for 1902 gathered from the two custom-houses was 1,425,095 haikwan taels.

3. Foreign trade.—(*a*) *Imports.*—The gross value of the goods coming directly from foreign countries was 5,346,306 haikwan taels, which is the highest value ever recorded here of foreign goods coming in this way. The 1899 figures, extraordinary as they were in comparison with those of preceding years, were surpassed by some 67,000 haikwan taels, and the 1901 figures were left behind by 1,052,569 haikwan taels. Hongkong and Japan between them virtually monopolized the direct importations, Hongkong claiming 55 per cent and Japan 40 per cent of the whole. The lists afford satisfactory reading, as not only do what may be called necessaries show expansion, but there seems also to be a growing demand in the three provinces for foreign luxuries. While this is accounted for, to some extent, by the considerable foreign element now domiciled in Manchuria, it may also be deduced that there is a constant change for the better in Chinese standards of living. Among cotton goods in this table the most important article is Indian and Japanese cotton yarn. The Indian variety increased by 14,955 piculs, but Japanese yarn arrived in almost precisely the same same quantity as in 1901. Woolen goods and metals coming direct do not merit much notice; but among sundries we find a number of valuable items. Inferior cardamoms rose from 84 piculs in the year before to 272 piculs. This spice, also called grains of paradise, is largely used here as a medicine, being said to have digestive properties. Growth is to be noted in the importations of fine and coarse chinaware, cigarettes, and coal, the last two items being principally for foreign use. Of the 108,713 tons of coal which arrived, 87,491 tons were for the railways. American flour, on the other hand, dropped to 32,444 piculs from 50,693 piculs in 1901. The demand for American flour is of comparatively recent growth. A few years back the Chinese found out that it was of far superior quality to, and about equal in price with, native-ground flour, and it speedily came into favor. The "Red bear" is the favorite chop; it and one or two other American brands are called chêng p'ai-tzŭ, or the "correct brand," all other chops being stigmatized as tsa p'ai-tzŭ, or "unclassed brands." These latter brands, however, in view of their cheapness, are coming in as a serious competitor. Most of them are Chinese flour ground in Shanghai and elsewhere. Two steam flour mills are at work at Harbin, one, owned by the Chinese Eastern Railway, has a capacity of 126,392 pounds daily, and the other a capacity of 21,667 pounds daily. There is a number of steam and water flour mills in the southern Ussuri district; but so far their competition does not seem to have affected the importation of American flour. The number of cow and buffalo hides coming in showed great augmentation; the fact is curious, as an effort is now being made to export hides from this port. An increased interest in personal appearance would seem to be betrayed by the arrival of 609,323 looking-glasses and mirrors, against 235,036 in the preceding year. The value of foreign medicines quadrupled that of 1901. Seaweed fell off, the supply of local vegetables being presumably fuller than usual. Another evidence of civilization appears in the ever-growing demand for soap. But still more significant of progress is the growth of the demand for sugar: 140,500 piculs of brown and 54,209 piculs of white sugar arrived during the year, the respective 1901 figures being 87,689 piculs and 17,571 piculs. The Manchurian Chinese is said to eat "salt," in contrast to his southern Chinese brother, who eats "sweet." Salt is cheap in southern Manchuria, owing to the absence of the monopoly prevailing in China proper, which no doubt sufficiently accounts for its popularity. But with the growth of purchasing power sugar is certainly becoming more popular. An interesting point arises whether the sugar beet could be grown in Manchuria. So far the three provinces produce no sugar, and a fine field offers to the Hongkong refineries. But if soil and climate should be suitable for the cultivation of beet sugar, a new and valuable industry and source of wealth might be established.

(*b*) *Exports.*—The value of native produce going directly to foreign ports during the year was 8,733,415 haikwan taels. These are again the largest figures known, the 1899 total being exceeded by some 40,000 haikwan taels. Japan took 91 per cent of the whole, Hongkong being the next largest customer. As usual, beans and bean products constituted the bulk of this trade, their value being 88 per cent of the total. Comparing with the quantities in 1901, we find augmentation in both beans and bean cake; while of bean oil, of which only 1,700 piculs left in the previous year, the export figures were 31,583 piculs. Sesamum seed and wild raw silk also progressed to a satisfactory extent.

(*c*) *Reexports* to foreign countries were valued at 16,043 haikwan taels.

4. Coast trade—(*a*) *Original shipments coastwise.*—It is this branch of our trade during the year that we find least satisfactory. The value of native produce shipped to Chinese ports was 8,791,542 haikwan taels, a heavy falling off in comparison with the value in the preceding year, which recorded a total of 11,439,134 haikwan taels. Contrasting the figures with those of 1901, we find that in the year under discussion the northern and Yangtze ports took a few more of our products, but that the central and southern ports offered a greatly weakened market. This is to be attributed, as mentioned above, to drought and famine at Swatow and to fire at Amoy. A new field of consignment is to be noted, that of "inland waters places," which took 174,850 haikwan taels' worth of goods. Beans and bean cake, which form the backbone of this list, show, as was to be anticipated, serious retrogression; but bean oil increased from 207,487 piculs in 1901 to 250,160 piculs in 1902. The export of this valuable article increases steadily year by year. If the ten years table—1893-1902—be referred to, the striking growth of the export figures will be seen, the average yearly quantity exported during the last five years of the decade being more than twice the average yearly quantity of the first five years. There are fourteen bean mills operating in Yingkow, four of them being steam mills. Native ginseng fell away. Young deer horns increased somewhat, but medicines show a lower weight and value when compared with the figures of the foregoing year. Samshu, the distilling of which is another important local industry, showed an unprecedented prosperity—21,533 piculs left the port, against 15,005 piculs in 1901. Turning to the junk trade, we find here also a decline, though not to the same extent as in the steamer traffic. The exports by junk to Chinese ports in 1902 were worth 5,411,032 haikwan taels, the corresponding figures in 1901 having been 6,156,991 haikwan taels. Beans and bean cake fell heavily. Grain, however, the various kinds of which form the staple export cargo in junks, showed generally an improvement. In comparison with the totals in 1901, maize leaped from 3,463 to 45,613 piculs; millet, from 955,996 to 973,068 piculs; and wheat, from 11,912 to 23,328 piculs. Large as the figures were by steamer, bean oil was carried away in junks to the great amount of 447,178 piculs, the exportation of the preceding year having been 336,063 piculs. In samshu also the junks got the lion's share of the freight—33,515 piculs left, against 20,555 piculs in 1901.

(*b*) *Reshipments coastwise.*—Reexports of native goods to Chinese ports only reached a value of 32,609 haikwan taels; but the reshipments by junk were worth 221,551 haikwan taels. This, however, as remarked in the 1901 report, is only a distribution trade. The most important item reexported by junk is salt, which comes here in great quantity from the pans situated at the mouth of the Liao River; 296,801 piculs were reexported.

(*c*) *Coastwise arrivals.*—The value of foreign goods coming by steamer from Chinese ports was 12,969,269 haikwan taels, the figures differing but little from the corresponding ones of 1901. Native goods show a substantial increment in value—from 6,475,171 haikwan taels in 1901 to 7,030,037 haikwan taels in 1902. Looking first at foreign goods, we find that gray and white shirtings give better results than any recorded during the past decade. American drills, however, declined heavily, only 343,855 pieces having been imported, against 546,123 pieces and 584,877 pieces in 1901 and 1899, respectively. Of American sheetings, over 1,000,000 pieces passed the customs, these figures having been slightly exceeded once before only—in 1899. Ninety-eight thousand seven hundred and fifty-four piculs of Indian cotton yarn, value 2,468,849 haikwan taels, arrived coastwise during the year, the 1901 returns being better by some 20,000 piculs. Woolen goods generally showed some improvement. Of plain and figured lastings, 3,929 pieces were imported, against 1,412 pieces in 1901; of long ells, 6,151 pieces, against 4,730 pieces; of Russian cloth, 490 pieces, against 264 pieces; and of Italian cloth, 3,339 pieces, against 1,588 pieces. The total quantity and value of metals imported is considerable. The Manchurian provinces require iron in great quantity, and will continue to do so until the day that their own large mineral wealth is exploited. Among sundries there is a remarkable decline in the importation of American kerosene oil, which dropped to 603,180 gallons, in contrast to the 3,172,000 gallons which came in the previous year. This is the lowest importation recorded since 1896. The decline can not be attributed to loss of popularity, for, as with flour, oil is divided into two classes, "correct" and "otherwise," American kerosene being the "correct" brand. The reason is to be sought in its high silver price during the year, due to the rise in the gold exchange. The poorer class of buyer found foreign oil simply beyond his means. Though the bulk of the sugar imported comes direct, the coastwise arrivals were not insignificant, 21,022 piculs of white sugar having come in, against 7,221 piculs in 1901. Turning to native goods, the removal of the duty on books seems to have had a salutary effect, as 25,000 haikwan taels' worth of literature came in, against 9,293 haikwan taels in 1901. China root and fine and coarse china ware made good progress in comparison with the arrivals in the year before. Native cloth and nankeens have grown to be a very important item on this list, as will be seen by a glance at the ten years table. Coal arrived to the extent of 30,304 tons, against 8,655 tons in 1901. This is entirely Tongshan coal, and it is used in hongs and houses, Chinese and foreign, here and inland. There is a growing demand among the Chinese here for coal, owing to the scarcity of firewood and the high price of millet stalk, and it is said that many of the wealthier Chinese are using foreign stoves. Unclassed flour grew greatly, 17,967 piculs having come in, against 2,740 piculs in 1901. Native sugar does not seem to have suffered from the competition of the foreign article, as in this table also is to be noted a large increase in white sugar. In the arrivals by junk we find that foreign goods coming from Chinese ports during the year were valued at 6,931 haikwan taels only, but native goods reached the high value of 12,306,785 haikwan taels, or nearly twice the value of the native wares carried by steamer. The article in this list which dwarfs all others is native cloth and nankeens, of which the great quantity of 172,891 piculs, valued at over 8,000,000 taels, arrived. This commodity alone represents in value 66 per cent of the import trade in junks. It is to be remembered that native cloth is also spun, mainly from foreign yarn, in every Manchurian village, and also that a large quantity comes in by steamer. The consumption in these provinces is, therefore, very large. An interesting field of inquiry is how far foreign cottons can compete with the native article. Statistical comparisons are unobtainable, as the total production of native cloth in Manchuria is unknown; but a Chinese will say that eight-tenths of the cotton clothing used in these regions is native, two-tenths foreign. The native cloth is said to be stronger, and to survive longer the drastic methods of the Chinese washerwoman. But foreign cloth is finer, gives a better appearance, and a respectable Chinese thinks it only seemly to appear with his outer garments made of it. Lohia paper fell off in value as compared with the figures in the year before. Two hundred and forty-five thousand two hundred and eighty-two piculs of salt were brought into the port by boat during the year, but the whole was reexported.

5. Inland transit—(*a*) *Inward.*—A few articles, mostly piece goods, went inland under transit pass; the total value was only 2,061 haikwan taels.

(*b*) *Outward.*—One hundred and sixteen piculs of wild raw silk came down from the interior under outward transit certificate.

6. Shipping.—The shipping figures for the year far transcend any previously recorded. The total tonnage entered and cleared comprised 1,430 vessels, of 1,164,778 tons, exceeding that of the previous maximum year, 1899, by 266 vessels and 98,360 tons. Of this total, the small steamers under the inland waters steam navigation rules accounted for 138 vessels, of 28,080 tons. The swelling of the shipping lists is a noticeable feature of the year's trade. Large as is the anchorage, there were times during the year, especially toward the close of the season, when it presented a very crowded appearance. On the 18th of November there were actually 36 steamers in port, their total net tonnage being 31,886 tons; as this gives an average tonnage of 885, it will be seen that large vessels formed the majority. The Japanese flag retains its position at the head of the list, with 710 vessels and 491,448 tons, against the British, 374 vessels and 350,850 tons. The American flag did not appear during the year, and the German and Norwegian flags came next in importance. The native shipping table gives 5,180 junks, with a capacity of 3,358,623 piculs, entered, and 8,089 junks, of 4,116,186 piculs, cleared during the year, the excess of clearances being due to upriver boats leaving for places near by, such as Kaichow.

7. Passenger traffic.—The table shows 85,812 passengers arrived and 44,991 left during the year. The greatest traffic was with Chefoo; but a very good trade in passengers was done to inland places, chiefly Lungk'ou, in Shantung, 8,986 having gone to and 10,618 come from these places.

8. Treasure.—Large quantities of treasure were exported to Chefoo and Shanghai during the summer and autumn. Various reasons are given for this: At Chefoo $80 could be obtained for one shoe of sycee, against $75 to $76 obtainable locally; after the first day of the sixth moon—an important settling day in Niuchwang—cash payment was demanded for purchases at Shanghai, and during the summer the discount on small change here rose to 14 per cent, a much higher rate of discount than that prevailing in the south. The total value of sycee and silver coin exported during the year amounted to 2,493,249 haikwan taels, against 2,543,683 haikwan taels in 1901; and imports were 1,648,355 haikwan taels, against 3,924,543 haikwan taels in the year before. Copper cash were exported to inland-water places in Shantung to the value of 14,212 haikwan taels—a profitable transaction, as there only 6 tiao had to be paid for 1 tael, whereas here the average rate was 9 tiao equal 1 tael. Gold bars and shoes were exported to Shanghai to the value of 313,762 haikwan taels, the smallest amount on record, except in 1901. The reason assigned for this is that the dealers at the great Heilungchaing gold mart—Aihuich'êng—suffered great losses in 1900 and 1901, in consequence of which many of them withdrew from the trade. Such gold as was exported came chiefly from Kirin, Kuanch'êngtzŭ, and Mukden. Owing to the difficulty of transport on account of robbers, gold was very dear here, and the business was unremunerative. Russian ruble notes were also exported from here to the value of 658,029 haikwan taels, against 11,600 haikwan taels imported; but it is asserted that at least the same amount left the port without being passed through the customs. The average rate at Niuchwang was 1 ruble equals 0.905 tael, whereas at Shanghai rubles could be sold at 0.95 tael, thus giving a profit of 3 to 4 per cent. Exchange between Shanghai and Niuchwang fluctuated considerably. In the spring a premium of as much as 3 per cent was received at Niuchwang for a draft on Shanghai, i.e., 1,030 Niuchwang taels (transfer money, which is difficult to realize in hard sycee) had to be paid for 1,000 Shanghai taels; but in the autumn a small premium had to be paid for a draft on Shanghai.

9. Opium—(*a*) *Foreign.*—Only 19 piculs of foreign opium were imported.

(*b*) *Native.*—The opium crop in Manchuria was excellent, and 865 piculs of opium, valued at 316,000 haikwan taels, came from inland and reported at the native customs for payment of the opium tax. Of this amount, 110 piculs were exported by steamer to Chinese ports—71 piculs going by small steamer to Lungk'ou, in Shantung—and 1.34 piculs left in junks; of the residue, part was no doubt consumed locally, and part, it is much to be feared, was smuggled out of the port, as persistent efforts were made to conceal opium in outgoing steamers. A large number of seizures was made by this office; the quantities seized were usually small, but the whole aggregated to a total of 13.10 piculs.

10. Miscellaneous.—The provisional administration effected some considerable improvements at the east end of the town during the year. The road from the Kuan T'ing to the East Gate was paved, and two good bridges were placed over the East Tidal Creek. The public park was laid out and planted with trees. Water was very scarce, the rainfall for the year having been only 7 or 8 inches. If this port is to maintain a large and growing population, the question of an adequate water supply can not be neglected much longer. Arrangements were made in the summer with the Sicawei observatory, by which the storm and typhoon warnings were communicated to this port by telegraph and signaled to the shipping from the customs flagstaff. The winter mails reverted to the Chinwangtao route, and, in spite of some difficulty in conveying them across the river full of floating ice, reached the port regularly. The Shanhaikwan Railway was returned to the Chinese authorities on the 8th of October.

AMOY.

Amoy, a port located on the coast of China directly opposite the island of Formosa, is especially important in its relations to the prospective trade of the United States with China. Fukien, the province in which Amoy is located, while the smallest of the provinces of China—its area being less than that of the State of Ohio—has a population of 23,000,000, or more than six times as much as that of Ohio. Consul Johnson, in a report to the State Department on the trade of Amoy, says:

> Amoy's trade with the United States leads that of all other Chinese ports. America took no less than about $3,734,597.15 (gold) worth of tea from this port alone during 1896, as against about $2,574,919.20 (gold) worth for 1895. (The rate for Mexican dollars was 52.3 cents for 1896 and 55 cents for 1895, being the mean average for each year.)
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> In exports the United States was the principal customer, while of the imports she supplied a very insignificant per cent. According to the system in vogue of handling our goods in this market they are, with one or two exceptions, all classed as English goods, to the great injury of United States farmers and manufacturers. There simply are no statistics of the imports from America available except those of kerosene oil, which comes direct to Amoy by sailing vessels. Even for that this office is dependent upon the report of the Chinese customs. The bulk of trade passes through Hongkong, an English colony, where the cargoes are landed and reexported to Chinese ports, and the goods are classed as English goods, and are so regarded by the merchants and consumers. This is particularly true of United States canned goods, bacon, hams, oat flake, etc. In case of kerosene there is a noted exception. If one should give America credit for all the kerosene sold as our native product, our showing would be most gratifying. The record for 1896 shows an increase over 1895 of 120,000 gallons in case oils. There is a heavy falling off in the receipts of Russian oils. It is claimed that United States tins, after being emptied, are frequently filled with an inferior foreign oil, which is sold as American oil. Faulty cases or tins sometimes afford an excuse for the dealer tampering with the United States product as delivered and a corresponding facility in perpetrating the fraud.
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> Cotton piece goods of all kinds exhibit an increase, expecially in white shirtings, Turkey reds, lawns, and Japanese cotton cloth and crape. Formosa has afforded a steady market for many kinds of cotton goods locally manufactured from Bombay spinnings. These importations for 1896 amounted to 65,990 piculs, or 8,776,670 pounds, a gain over 1895 of 15,242 piculs, or 2,027,186 pounds.
>
> With the present low price of cotton in the United States and the thousands of idle spindles, it would seem that a fair proportion of these spinnings might be supplied from the United States.
>
> It is important in this connection to note that American cotton fabrics are preferred by the Chinese, and they buy them when possible to obtain them, even though they are sold at a much higher price than other importations. The wealthy Chinese would buy nothing else if they could secure the goods readily.

OTHER PORTS.

A group of ports recently opened in the southern part of China is the subject of considerable attention because of the effort of French interests to open a market for their manufactures by way of their possessions, Tonkin and Anam, in close proximity to southern China. These ports are Lungchow, Mengtsz, Chinwang, and Pakhoi. Already a railroad is constructed from the head of navigation on the Red River in Tonkin to the border of China, and other lines are projected thence to the various ports and to a number of other cities, including Nanning and Laokai, with which the French expect to establish trade relations. In some particulars the French are especially successful in their commercial relations with China, they having accomplished more in their efforts to abolish likin taxes at way stations through the country by payment of a transit pass rate of duty than has been the case with other nations, though the further fact that a higher rate of duty is levied on goods imported into Tonkin and Anam places them at a disadvantage as compared with countries whose goods enter at the other ports of China where a rate of duty of but 5 per cent is collected.

On the coast between Canton and Shanghai are located the treaty ports of Swatow, Fuchau, Wenchow, Ningpo, Hangchow, and Amoy, already named. Three of these, Hangchow, Ningpo, and Wenchow are to be connected with Shanghai by a proposed railway line to be built under British control. North of Shanghai there are few treaty ports, the only one aside from Tientsin and Niuchwang, already described, being Chefoo, on the Gulf of Pechili, and immediately adjacent to the new British port of Wei-hai-wei. In the Yangtze Valley are several smaller treaty ports not already mentioned, among them Wusung, Soochow, Chinkiang, Nanking, Wuhu, Kukian, Yochow, Shasi, and Ichang, the latter having been formerly considered the head of navigation on the Yangtze.

In the dependency of Tibet is Yatung, a treaty port opened in 1893 under somewhat peculiar circumstances. Yatung is almost due north from Calcutta in British India, and foreign goods reach it only by packs carried upon the backs of men or animals. A railway runs north from Calcutta to the foot of the Himalayas, where the traveler changes to a narrow-gauge line, which carries him in eight hours 50 miles through magnificent scenery to an elevation of 7,400 feet, the railway being pronounced one of the most interesting feats of engineering in the world. From the terminus of the railway—Darjeeling—to Yatung, although the distance is a little over 80 miles, the trip requires seven days, and all goods are carried by men or pack animals. The buildings at Yatung consist of a house for an officer who may be appointed by the Indian government to reside there, a cluster of rude hovels for the accommodation of traders, two Tibetan houses, and accommodations for the commissioner of customs, though no customs duties were to be collected during the first five years of its existence as a treaty port. In the first year of its operation no less than 29,186 loads, carried by men or pack animals, arrived and departed from this point, while in 1897 the number of loads by men and pack animals was 64,477. The articles brought into Yatung in this manner included 1,391,652 yards of cotton goods, 58,196 yards of woolen cloth, 10,299 yards of woolen and cotton mixtures, 10,458 yards of silk, 5,470 umbrellas, 40,000 maunds of sheep's wool, 4,821 maunds of maize, 1,717 gross of matches, and 3,386 maunds of metal. The commissioner of customs reports that in 1897 an increased demand existed for blue piece goods, Japanese and Nepalese cottons, printed and fancy cottons, white and dyed yarn, cotton threads, cambrics (of which 654,890 yards were imported), and white and dyed drills. Among the metals and metal work most in request were ironware, tin plates, tinware, copper sheets, copper ware, German silver in sheets, and pewter, while satisfactory increases occurred in beads, dyes, incense, indigo, mirrors, kerosene oil, silk, sugar, candy, tobacco, and umbrellas.

POPULATION AND AREA.

That China's population is one-fourth that of the world, and her area one-twelfth that of the land surface of the globe, is too well known to require repetition here. That her area is 60 per cent of that of the United States and her population five times as much as that of the United States is also well known. It is practicable, however, to obtain a clearer view of the relative size and density of population of her various provinces by a comparison with States in our own country. The table which follows gives the area and population of each province of China, comparing them with those of States in the United States. This, with the aid of the map given herewith, will make it practicable for those so desiring to determine the relative size of each province, and compare its density of population with that of the various sections of the United States.

Comparison of Area and Population of Chinese Provinces with States of the United States.

PROVINCE AND STATE.	Area.	Population.	PROVINCE AND STATE.	Area.	Population.
	Sq. miles.			*Sq. miles.*	
Hupeh	71,410	35,280,685	Shansi	81,830	12,200,456
Ohio and Indiana	76,670	6,674,007	Illinois	56,000	4,821,550
Honan	83,380	22,169,673	Shensi	75,270	8,450,182
Missouri	68,735	3,106,665	Nebraska	76,840	1,066,300
Chehkiang	36,670	11,580,692	Kansu	125,450	10,385,376
Kentucky	40,000	2,147,174	California	155,980	1,485,053
Kiangsu	38,600	13,980,235	Szechuan	218,480	68,724,890
Kentucky and Tennessee	81,750	6,167,790	Ohio, Indiana, Illinois, and Kentucky	172,670	13,642,731
Kweichow	67,160	7,650,282	Nganhwei	54,810	23,670,314
Virginia and West Virginia	64,770	2,812,984	New York	47,620	7,268,894
Yunnan	146,680	12,324,574	Kiangsu	38,600	13,980,235
Michigan and Wisconsin	111,880	4,490,024	Pennsylvania	44,985	6,302,115
Fukien	46,320	22,876,540	Kwangtung	99,970	31,865,251
Ohio	40,760	4,157,545	Kansas	81,700	1,470,495
Pechili	115,800	20,937,000	Kwangsi	77,200	5,142,330
Georgia	58,980	2,216,331	Minnesota	79,205	1,751,394
Shantung	55,970	38,247,900	Shingkiang	43,000	6,000,000
New England	61,975	5,592,017	Louisiana	45,420	1,381,625

GENERAL REPORTS ON COMMERCIAL CHINA.

REPORT ON THE FOREIGN TRADE OF CHINA FOR THE YEAR 1902.

[By F. E. Taylor, statistical secretary Chinese customs service, Shanghai, March 23, 1903.]

1. General.—Three noteworthy events connected with commerce took place during the year: The negotiation of a new British commercial treaty, the revision of the import tariff, and a heavy fall in exchange. Of these the last may prove important. The revised import tariff, owing to the fall in exchange and the rise in silver prices since the years 1897, 1898, and 1899—upon the average values during which years the 5 per cent calculations were based, in accordance with the terms of the protocol—has left the incidence of taxation very much as before. But the collapse in exchange, which will call for higher currency prices for new cargo, with the uncertainty of its future movements, naturally disturbs the import trade, while, by augmenting the amount which the Government has to find to pay its gold obligations, it has led to heavier internal taxation, which has a tendency to counteract any temporary advantage to exports. The pessimistic views expressed in some quarters regarding the commercial solvency of the country, based upon the demand of the Government to pay the indemnity on a silver basis—as owing to the fall in exchange it can not afford the extra cost of paying in gold—and on the fact that the recorded movements of silver show a net export for two years in succession, are without any solid foundation. The foreign debt of China is trifling when the size and potential resources of the country are considered, and only a very small adjustment between imports and exports is necessary to cover the late increase of indebtedness. At the same time it is disappointing to note that trade always seems to be the first victim when heavier taxation is decided upon. What the foreign trade of China might be is shown by a comparison with Japan, which, with a population of less than one-seventh, spends almost exactly as much as China on foreign goods. But before such expansion can be looked for domestic trade must be relieved from the taxation of goods in transit, local industries must be assisted instead of being hampered by excise and by taxes on raw materials, and the enormous resources of the country must be developed. Meanwhile trade is slowly growing, and will continue to grow, in spite of artificial obstructions.

The commercial solvency of the country, however, is one thing and the financial solvency of the Government another; and there is no doubt that great difficulty is experienced under the present defective fiscal system in collecting the additional revenue required in consequence of closer contact with Western nations. Reform in this direction is urgently needed. As obstructing the growth of commerce, any proposals to raise more revenue by methods tending to check the domestic trade—such as the imposition of a consumption tax on native goods—or to hinder the progress of local industries and the introduction of foreign capital by a heavy excise on machine-made products, are to be deprecated as having a tendency to lower the purchasing power of the people by preventing the development of resources. China can absorb no more imports unless she has more to give in exchange, a condition dependent upon cheaper transit which railways will gradually provide, upon the freedom of native goods from uncertain and often heavy taxation, and upon the discouragement of adulteration, false packing, and faulty preparation. It is evident that any attempt to raise revenue by further burdens on domestic trade must defeat the object in view by impoverishing the people; but by the abolition of all internal taxation on native goods, except certain specified articles of luxury, together with reform in the treatment of opium and salt—the former being made an imperial monopoly and the latter being taxed only at the place of production—it is estimated that sufficient revenue would be obtained to meet the needs of the Government, while the stimulus to productiou would lead to an increase of prosperity reacting on foreign commerce.

2. Revenue.—The report written last year hazarded the prediction "that the collection during 1902 may not fall far short of 30,000,000 taels." Notwithstanding the reduction of the export duty on tea, a short export of silk, and a decrease of over half a million taels in the amount collected from native opium, the total collection for 1902 amounted to 30,007,044 haikwan taels, which was 4,469,470 haikwan taels in excess of the total in 1901, and 3,345,584 haikwan taels better than the collection in 1899, which was then the highest on record. Import duties show an advance over those of the previous year of 3.782,782 haikwan taels; export duties, notwithstanding the drawbacks mentioned above, of 186,331 haikwan taels; coast trade duties of 219,876 haikwan taels; tonnage dues of 111,349 haikwan taels; transit dues of 636,647 haikwan taels; opium likin of 130,271 haikwan taels. The only decrease is found under opium duty, which fell off by 597,789 haikwan taels; but as the loss on native opium amounted to 646,566 haikwan taels, there was a gain, as far as the foreign import was concerned. The increase in transit dues arises from a new system in Tientsin, where these dues did not formerly pass through the customs accounts. The extra receipts under import duties must be principally ascribed to the operation of the effective 5 per cent collection during ten months of the year.

3. Foreign trade.—Conditions were not altogether favorable to commerce. A very severe outbreak of cholera throughout almost the whole Empire, droughts followed by floods in the south, where a rebellion is not yet suppressed, and a want of confidence in the northern provinces, all had a retarding influence. The fall in exchange had no immediate effect in checking imports, as contracts are made some months in advance, and as exchange declined steadily throughout the year, with the exception of a faint recovery during the summer, native dealers were ready to close rather than risk a further rise in silver prices. The experience of the past shows that the import trade has progressed in spite of a falling exchange, and presumably it will gradually accommodate itself to a new scale of prices; but a fall of 20 per cent in one year can not fail to be a disturbing factor which may make itself felt in 1903. The estimated value of the foreign trade, import and export, was 529,545,489 haikwan taels, a figure never before reached.

(*a*) *Imports.*—The value of the net imports was estimated at 315,363,905 haikwan taels, and this value, owing to the operation of the 5 per cent ad valorem duty collected during ten months of the year, may be taken as approximately correct. It is a large advance on any previous year, and should reassure those who imagine that China is becoming poorer.

The importation of opium was 50,801 piculs, again a small advance. The demand throughout the year was brisk, especially for the Bengal varieties, although the fall in exchange forced up prices. The consumption of malwa fell off, partly owing to its dearness and partly owing to its extensive adulteration in China with the native drug. The crop of Szechwan opium was short, and the disturbances in that province interfered for a time with its free movement; this raised the price and assisted Indian opium in the difficulties caused by exchange.

The value of cotton goods of all kinds imported was estimated at 127,545,309 haikwan taels, as compared with 99,651,999 haikwan taels during 1901, and nearly all the principal staples shared in the increase. Large purchases were made toward the end of the previous year to replenish depleted stocks and prepare for the expected revival of trade in the northern markets, and the arrivals during 1902 were so heavy that a considerable quantity remained in the godowns of the foreign importers at the end of the year. Grey shirtings rose from 4,121,655 to 6,317,698 pieces; white shirtings from 2,476,846 to 2,743,104 pieces. T-cloths of all kinds advanced, especially Indian, which rose from 15,320 to 126,485 pieces. There was a good demand for drills, and English jeans made the astonishing advance from 41,083 to 360,858 pieces, while Dutch and American about doubled. Sheetings also found an increased inquiry, the American trade going ahead as usual. It is interesting to note, and is not without significance, that Japanese drills rose from 23 to 11,620 pieces, and Japanese sheetings from 13,006 to 115,366 pieces. Chintzes, etc., were nearly trebled in quantity, twills doubled, and Turkey reds rose from 192,930 to 276,996 pieces. Handkerchiefs and towels showed satisfactory advance. English cotton yarn continued its downward course and has now fallen to 32,351 piculs, while Indian has reached 1,887,086 piculs, and Japanese 522,408 piculs.

The trade in woolen goods showed that the improvement of the previous year was only temporary, and the importation fell off again.

Metals were valued at 10.574,928 haikwan taels, about the same as in 1901, and the trade presented no special features of interest, except an increase in the importation of copper, presumably for the coinage of the new cash.

Sundries were valued at 136,948,982 haikwan taels, or about 17,000,000 higher than in 1901. The import of rice was doubled, owing to bad crops in the south, and was valued at 23,611,125 haikwan taels. Morphia was again imported in larger quantities, but it is to be hoped that this was not due to increased demand, but to the higher duty soon to come into force. Cement, clocks and watches, aniline dyes, window glass, Japan matches, needles, and sugar of all kinds all show progress. On the other hand, kerosene oil, with the exception of the oil from Borneo, shows decreases, Russian oil having fallen to 10,105,886 gallons from 32,486,070 gallons, thus losing the ground gained during the last ten years.

(*b*) *Exports.*—The value of exports was estimated at 214,181,584 haikwan taels, or 44,524,827 haikwan taels higher than in 1901. There is reason to believe that the trade might safely be estimated at a considerably higher figure, as the values adopted at the ports for returns purposes appear in many instances to be too low. The export of sesamum seed, an increasing trade, rose from 297,365 to 882,302 piculs, due to the opening up of new country by the southern section of the Lu-Han Railway. Beancake and beans, for which there is a large demand from Japan, bristles, cassia, lignea, feathers, hemp, hides, nutgalls, oils, rhubarb, animal tallow, tobacco, and wool all showed satisfactory advances. The demand for straw braid continues to improve. There was a large export of raw cotton to Japan, whence it returns in the shape of yarn, which is able to compete with the heavily taxed homemade product. The shrinkage in mats, from 33,334,410 to 24,002,140 pieces, is said to be due to quantities passing through Kwangchowwan by steamer under French flag to Macao, thus not passing through the returns of the customs. The falling off in rush hats from 7,158,982 to 3,053,378 pieces was due to a smaller demand for these goods, which are being replaced, especially in America, by hats made of wood shavings (hinoki) imported from Japan and plaited in Ningpo.

Although the quality showed some improvement as compared with that of 1901, there seems a consensus of opinion among experts that the teas from all districts, except Ichang, have fallen off deplorably in quality and style during the last twenty years. The Chinese will take no advice, and refuse to listen to any ~~suggestion regarding~~ change in cultivation and manufacture, while their great rivals in India and Ceylon pay the closest attention to all details and are ever on the lookout for improvements. Strong representations made in the spring induced the Chinese Government to reduce the export duty to one-half, but it still remains too high, being at least 12½ per cent on common teas; and, as likin and other internal taxes were not interfered with, although in some districts they almost equaled the export duty, it is to be feared that this half-hearted step toward putting China teas on a level with untaxed competitors will not be of much benefit to the trade. The transport of some 3,000,000 pounds by the Siberian Railway was a new departure which will be watched with great interest, and one which might lead to important developments if the Chinese could be induced to pay more attention to quality. Some reduction in the heavy import duty charged in Russia would be of great assistance to the trade, especially as Russia is now the principal purchaser of black teas. The total export of all kinds of tea was about 31 per cent higher than in 1901; but the shipments to Great Britain showed no improvement, although the deliveries from bond in London from June to December were better by 3,000,000 pounds. The United States took 168,501 piculs of black tea, as against 96,820 piculs in the previous year, and 126,196 piculs of green tea, as against 86,747 piculs. This is explained by the fact that the war tax of 10 gold cents per pound was to be removed on the 1st of January, 1903, and stocks had been reduced to a minimum to escape the expense of bonding. Moreover, it is anticipated that lower prices in consequence of the removal of the duty will increase the demand. Black tea via Kiakhta rose from 17,705 to 66,464 piculs, presumably because the route was safe again after the late disturbances. The export of brick tea showed a considerable advance, black brick having improved from 244,565 to 483,105 piculs, and green brick from 48,957 to 86,932 piculs. Congou tea consumed east of Irkutsk was formerly free from duty, which has now been imposed; the consequence has been that its place is being taken by brick tea, of which a finer quality is now demanded. Ceylon dust, which is blacker in color than China dust, is imported to improve the quality and appearance of the bricks. It may be mentioned that the export of green tea from Ceylon to the United States, which was till lately the monopoly of China, rose from 797,796 pounds in 1901 to 1,968,456 pounds in 1902. It is to be regretted that the Chinese Government and the tea guilds do not take more energetic measures to assist this valuable but moribund trade.

The year was not favorable to the silk industry. Warm weather in the early part of April hatched the eggs before the mulberry leaves were ready, and a large proportion of the young worms had to be destroyed. The weather during the rearing season was damp and cold, and the surviving worms, enfeebled by the disease which nothing has been done to check, and having no proper protection against variations in temperature, yielded a crop of silk poor in quality and quantity. The second crop, produced under more favorable conditions as regards weather, turned out unusually well; but the total production is said to have been very short of the average. Owing to a steady demand from Europe and America, the short outturn, and the fall in exchange, prices rose so much that the silver value of the trade exceeded that of the previous year. Steam filatures began the year under unfortunate circumstances, as the owners had made contracts for cocoons at reasonable prices early in March and April, and, having sold part of their production forward at prices yielding a fair profit, found the cocoon contractors unable to carry out their contracts owing to the unprecedented prices asked for cocoons by the farmers. Unfortunately cocoons of the second crop were obtained at comparatively cheap rates, so that the final result of the year's working was fairly satisfactory.

(*c*) *Re-exports.*—The value of foreign imports re-exported to foreign countries was 10,182,406 haikwan taels, consisting principally of piece goods, Indian yarn, lastings, Spanish stripes, iron sheets and plates, tinplates, coal, raw cotton, analine dyes, ginseng, machinery, household stores, and Formosan tea—sent to America, Corea, Hongkong, and Japan.

4. SHIPPING.—Entries from foreign ports were 8,737 vessels, aggregating 7,224,000 tons, as compared with 7,757 vessels, having a total tonnage of 6,339,000 tons, in 1901. Coastwise entries were 25,678 vessels, making 19,749,000 tons, as against 24,438 vessels, representing 17,853,000 tons, in 1901. The total tonnage, entries, and clearances was 53,990,000 tons; and of this total Great Britain contributed 50 per cent; China, 17 per cent; Japan, 14 per cent; Germany, 13 per cent; France, 1.50 per cent; Norway, 1.50 per cent; Russia and America, each 1 per cent; all other flags, 1 per cent.

IMPORTS AND EXPORTS OF SILVER.

COUNTRIES FROM WHICH IMPORTED AND TO WHICH EXPORTED.	IMPORTS.				EXPORTS.				NET IMPORTS.	NET EXPORTS.
	Bars.	Sycee.	Dollars.	Other coins.	Bars.	Sycee.	Dollars.	Other coins.		
	Haikwan taels.	*Haikwan taels.*	*Haikwan taels.*	*Haikwan taels.*	*Haikwan taels.*	*Haikwan taels.*	*Haikwan taels.*	*Haikwan taels.*	*Haikwan taels.*	*Haikwan taels.*
Europe	1,585,900		175,690	140	381,080	409,729	132,800	42,900	795,221	
Manila							79,500			79,500
America	2,078,884		49,120						2,128,004	
India, Burma, etc			13,133	3,600	1,225,320	2,645,400		80,636		3,934,623
Straits Settlements			181,156				87,862		93,294	
Vladivostock			750	1,500			18,244			15,994
Corea		1,505	139,235	1,067			2,190		139,617	
Saigon and Tonkin			1,008,899				818,172	4,200	186,527	
Hongkong and Macao	597,522		11,285,324	7,330	73,800	222,286	23,154,677	243,700		11,804,287
Japan	491,579	4,814	493,549	1,600		849,906	246,521	360		105,245
Formosa			249,122				1,463,203			1,214,081
Other places		28,365	37,695			11,050	85,597			33,587
Total	4,753,885	31,684	13,633,673	15,237	1,680,200	4,141,371	26,088,766	371,796	3,342,663	17,187,317
	Total imports, 18,437,479.				Total exports, 32,282,133.					
Net exports					13,844,654				13,844,654	

5. TREASURE.—The movements of gold and silver bullion between China and foreign countries, as reported to the customs, show a net export of gold worth 9,410,222 haikwan taels, and a net export of silver to the value of 13,844,654 haikwan taels. As this statement of the export of silver might, without explanation, confirm the alarmist reports which have appeared in certain publications that a drain has set in to meet the payments on account of the indemnity, it is considered well to print the following table showing how the figures

are arrived at. It will be seen that of the 13,844,654 haikwan taels no less a sum than 11,869,353 haikwan taels represents the balance of exchanges in dollars with Hongkong. The price of dollars throughout the year having been above the parity of silver, it is certain they were not sent abroad from Hongkong, and are destined to filter back to the mainland. The "Other coins" refer to rupees, etc., and may be disregarded. Consequently, taking only the figures for bar silver and sycee, we find there was a net recorded export of 1,033,002 haikwan taels only. Considered in connection with the large imports during 1900, which had no relation to foreign commerce, but were brought in for the support of military contingents now withdrawn, a still larger export would have been without any serious significance.

6. Values.—The estimated value of the foreign import and export trade, exclusive of bullion, is calculated on the same principle as in former reports; but import duties and charges have not been deducted in the case of some ports which recorded the landing values upon which 5 per cent import duties were calculated.

		Haikwan taels.
Net imports (recorded landing values)		223, 205, 438
Net imports (recorded market values)		92, 158, 467
		315, 363, 905
From market values deduct:		
Import duties	2, 366, 032	
Opium duty and likin	5, 638, 206	
Seven per cent for charges, etc	6, 451, 092	
		14, 455, 330
Imports, value at moment of landing		300, 908, 575

	Haikwan taels.
Exports to foreign countries, market value	214, 181, 584
Add duty, estimated at	4, 791, 167
Add 8 per cent on market value for charges, etc	17, 134, 527
Exports, value at moment of shipment	236, 107, 278

CHINA'S RELATION WITH THE WEST.

The relations of China with the United States and Europe were interestingly discussed by the former Chinese minister to the United States, Mr. Wu Ting-Fang, in addresses which are herewith published.

ADDRESS OF HIS EXCELLENCY WU TING-FANG AT THE ANNUAL SESSION OF THE AMERICAN ACADEMY OF POLITICAL AND SOCIAL SCIENCE, ON APRIL 8, 1899.

Mr. Chairman, Ladies, and Gentlemen: We have all read about the dispute between two ancient knights over a shield, one claiming it to be gold and the other claiming it to be silver. The story is an old one, but the lesson it teaches is worth remembering. It is the failure to look at the other side of the shield that has given rise to all the misunderstanding in the intercourse between the East and the West. The different nations in the West have within the present century advanced so much in science, knowledge, and wealth that it has become the fashion to speak of them as the most civilized nations on the face of the earth, and to consider the nations of the East as much below them in civilization—in fact, as barbarous or semicivilized. It has been too much the habit to ignore the good points the Eastern nations possess and to leave out of account what they have done. This is hardly just. The East also has a civilization of its own. Of that civilization China is the chief exponent. Among its achievements may be mentioned the invention of the mariners' compass, gunpowder, and printing. It is not a civilization of mushroom growth. There is not a nation standing to-day that can trace its history as far back as China. She has witnessed the rise and fall of the ancient Egyptian dynasties, the expansion of the Persian Empire, the conquests of Alexander, the irresistible advance of the Roman legion, the deluge of Teutonic hordes from the North, the dissolution of the empire of Charlemagne, and the birth of all the modern nations of Europe. During the forty centuries of her existence there have gradually grown up institutions and laws adapted to the needs and character of the people, a literature as extensive and varied as that of ancient and modern Europe, a system of morality that can challenge comparison with any the world has ever produced, and those useful arts that have never ceased to excite the wonder and admiration of the world. You may ask why Egypt, Persia, Greece, and even mighty Rome have successively succumbed to the ravages of time, while China alone has survived? The answer is not far to seek. It is the survival of the fittest. The working of this inexorable law of nature constantly weeds out those nations that can not adapt themselves to the ever-changing conditions of life, and the fact that China is standing to-day shows conclusively that she has not outlived her usefulness to the cause of civilization.

Thus Chinese civilization has been weighed in the balance of time and not found wanting. But the conditions that have fostered that civilization have in recent years been greatly modified by steam and electricity. With the Himalayas on the west, vast deserts on the north, and large bodies of water on the east and south, China was a country extremely difficult to approach from all sides in days not very long ago. There she was left for centuries to work out her destiny practically free from outside influence and foreign molestation. But the steamboat and the telegraph have changed the whole situation of things, and rendered it impossible for her to lead such a national life as she could before. It has taken her some time to awake to this fact. On this account she has been called an unprogressive nation. This sentiment is voiced by Tennyson when he says, "Better fifty years of Europe than a cycle of Cathay."

But it is a mistake to think that China has been stationary. Compare China of the present day with China of fifty years ago, and the progress she has made will be at once apparent. There is a well-known law in physics that when a body is at rest or in motion it will remain at rest or continue to move in a straight line unless acted upon by some outside force. This law holds good in the political as well as in the physical world. It is unreasonable to expect China to break away from the long-established sway of custom in a moment. The inertia of centuries must be first overcome. The meeting of the Chinese and Western civilizations is a meeting of two social forces. We must look for the result not in the complete neutralization of one force by the other, but in the union of the two forces. It is the recovery from the shock of the collision that requires time. After the union of the forces is effected, movement in the resultant direction may be expected to be rapid.

Mechanics also teaches us that if the same force acts for the same period of time upon bodies of different masses the velocity generated is inversely proportional to their masses. According to this law, when two balls, one weighing twice as much as the other, are thrown from the hand, the heavier one will go only half as far as the other. Now the population of the United States is estimated at 76,000,000, and the population of China is estimated at from 350,000,000 to 400,000,000, or about five times as large. We should expect, therefore, that a social or political movement which would stir up the whole people of the United States would, other conditions being equal, produce only one-fifth as much effect upon the people of China. But in order to obtain the same effect in China as in the United States the force must be five times as great; or, if the force be the same, the time it is allowed to act must be five times as long. Thus for the apparently slow progress of the Chinese nation we have a scientific explanation.

Though China may not have made very rapid progress from a Western point of view in times past, there are signs everywhere at the present day indicative of a general awakening among the people. We have already established a system of telegraphs, which is now in operation in every province of China, and a message can be sent from 1,000 miles in the interior to the farthest seaport in a few hours. With regard to the railroad, it was introduced in the north of China fourteen years ago, and I had the honor of being one of the promoters and directors that organized the first company. Since then it has been extended in different directions. A journey from Tientsin to Peking, which by boat would have taken three or four days a few years ago, can be accomplished now in a few hours. The grand trunk line from north to south is being now rapidly pushed forward, and in the near future a traveler from the extreme south of China will be able to go up by the "iron horse" to Peking in forty-eight hours. So is the case with water communication. We have steamers plying along the coast of China, and steamboats of light draft are seen on most of the navigable rivers.

It will be tedious to enumerate all the new improvements that have been introduced within the last twenty or thirty years, but from what I have above indicated it is sufficient to show that China has not been napping. I do not say that all necessary reforms have been made, and I frankly admit that something more will have to be done. Our government and people are aware of this, and they are taking steps in that direction, but it should be remembered that it is not necessary to import by wholesale the Western civilization into China. What is suited in one country may not be suited in another. Wise statesmen do not rush forward to introduce new measures without serious consideration, lest their introduction may cause disruption and harm not counterpoised by the good produced.

You have so many conflicting stories about China and the Chinese nowadays that I must admit it is a difficult matter for anybody to distinguish what is true from what is false. Every globe trotter upon his return home generally has something to say about China, and is ever ready to give his impressions of the country and its people. A rocky hill may have the appearance of a sand dune on the outside. A passing observer is apt to mistake the one for the other. In order to find out the true character of the elevation we must dig down below the surface. The same may be said of China. The words of a globe trotter must be taken *cum grano salis* with reference to all things Chinese.

The spirit of commercialism has lately risen to a dangerous pitch. As a market for the world's goods China undisputably holds the first place, for the wants of 350,000,000 to 400,000,000 people have to be supplied in some way. It has been said that as a market one province in China is worth more than the whole continent of Africa. It has always been the policy of China to treat all foreign nations alike. They are all most-favored nations in a literal sense. The maintenance of an "open door" is exactly in the line of her policy. But unhappily human nature is never contented. When a man gets an inch he wants an ell. It is now the turn of missionaries to tell us that if there were no foreign adventurers in China there would be no foreign complications. Twenty-five centuries ago our sage Confucius, the greatest philosopher that ever flourished in China, said, "Wealth gotten by improper ways will take its departure by the same." This is equivalent to your proverb, "Goods ill gotten go ill spent." Nations as well as individuals should not forget this, as the maxim of Confucius, as well as your proverb, will always come true if any nation or individual should unjustly obtain possession of any property. Some people call themselves highly civilized and stigmatize others as uncivilized. What is civilization? Does it mean solely the possession of superior force and ample supply of offensive and defensive weapons? I take it to mean something more. I understand that a civilized nation should respect the rights of another nation, just the same as in society a man is bound to respect the rights of his neighbor. Civilization, as I understand it, does not teach people to ignore the rights of others, nor does it approve the seizure of another's property against his will. It would be a sorry spectacle if such a glaring breach of the fundamental rights of man could be committed with impunity at the end of this nineteenth century. What would the future historian say when he should come to write about the events of this century? Is it not time that we should at least recognize the principle of righteousness, justice, and fair play?

Mencius, a great philosopher of China, twenty-three centuries ago said thus: "I like life and I also like righteousness; but if I can not keep the two together I will let life go and choose righteousness." Now, if people professing Christianity and priding themselves on being highly civilized should still so far misconduct themselves as to disregard the rights of the weak and inexcusably take what does not belong to them, then it would be better not to become so civilized. It would be better to live among the people who practice the tenets of Confucius and Mencius than among a people who profess to believe in the highest standard of morality, but do not practice what they believe. The aphorism of Tennyson should be changed so as to read: "Better fifty years in Cathay than a cycle in Europe."

But I do not believe such practice of ignoring other people's rights is generally resorted to, and I am persuaded there are many people who denounce it. China welcomes to her shores the people of all nations. Her ports are open to all, and she treats all alike, without distinction of race, color, nationality, or creed. Her people trade with all foreigners. In return she wishes only to be treated in the same way. She wants peace—to be let alone—and not to be molested with unreasonable demands. Is this unfair? She asks you to treat her in the same way as you would like to be treated. Surely this reasonable request can not be refused. We are about to enter into the twentieth century, and are we to go back to the middle ages and witness again the scenes enacted in that period? I can not bring myself to think that the world is deteriorating. I believe that in every country there are men and women of noble character—and I know in this country there are many such—whose principle is to be fair and just to all, especially to the weak, and that they would not themselves nor allow their respective governments to commit acts of oppression and tyranny. It is such men and women that shed luster on their respective countries. It is due to the noble and unselfish efforts of such good people that the scheme of a tribunal for the settlement of international disputes has been brought prominently before the world. May their grand scheme soon be carried into effect! The good such an institution will produce to the world will be manifold. All international disputes will then be settled in an amicable way, without resort to arms and without bloodshed. There will be practically no more war. The blessings of peace will be permanent. Commerce and trade will be more steady and prosperous, and merchants will have more confidence in each other. All men will follow their respective avocations uninterruptedly. Nations will be brought into closer touch with each other, and their friendly relations will be more cordial.

These and many other beneficial results will, in my humble opinion, naturally follow from the establishment of an international court of arbitration. It is gratifying to hear that the project of a general disarmament, so nobly proposed by His Majesty the Czar of Russia and so readily seconded by the leading nations of the world, will soon lead to a conference. May it bear good fruit! May it be the precursor of an international court of arbitration! This is my earnest wish, and I am sure it is your wish and the wish of every man and woman who has the peace and well-being of the world at heart.

ADDRESS OF HIS EXCELLENCY WU TING-FANG, THE MINISTER FROM CHINA, AT THE INTERNATIONAL COMMERCIAL CONGRESS IN PHILADELPHIA.

Mr. Chairman, Ladies and Gentlemen: We are assembled here to-day to discuss matters affecting international commerce—to enter into a general discussion respecting the world's trade with a view to its development for the benefit of all nations. China gladly takes part in this congress, and she has accordingly sent two delegates to represent her in this body. It is a well-known fact that China's trade and commerce with foreign nations has been and is increasing every year. This is especially the case with the United States. Since the opening of my country to foreign commerce, fifty years ago, her trade with the United States has been steadily increasing. To go no further back than the year 1891, I find in the trade returns of the imperial maritime customs for that year the exports of the United States to China amounted in round numbers to 7,700,000 taels, and the imports from China 9,000,000 taels. The volume of trade has increased rapidly every year, and it reached the following figures last year: Exports from the United States to China, 17,163,312 taels, and imports from China, 11,986,771 taels, a total of 29,150,083 taels. It is a significant fact that for many years the value of your exports to China was less than your imports, but last year it was the other way. Your exports exceeded your imports by over 5,000,000 taels. Thus, it indicates clearly that your export trade has been and is increasing immensely. I have taken these figures, as I say, from the customs returns; but, according to the United States consul at Chefoo, Mr. Fowler, who seems to have taken great pains in going over the figures, the United States trade with China is underestimated by one-third, because the customs method of reckoning is to credit the ship with the merchandise she carries; so a steamer, say, flying the British flag and carrying a large quantity of American goods, the goods so imported will be put down as British and not American. Thus, according to Mr. Fowler, your trade with China last year was 40,000,000 taels. Gratifying as these figures are, they will not stop there, but will continue to advance every year. Now that the United States has practically become our neighbor by its recent acquisition of the Philippine Islands, the prospect is brighter than ever, and I should not be surprised if, under favorable conditions and not retarded by unwise methods, the trade will be doubled or trebled in a few years. I say, if not retarded by unwise methods. Let me give you an illustration. Mr. Wildman, the United States consul-general at Hongkong, used these significant sentences in his report of November 22, 1898, after having studied the question thoroughly: "Broadly speaking, there is not an industry in the islands (Philippines) that will not be ruined if Chinese labor is not permitted." And again, in his report of July 1 last, speaking of the establishment of cotton mills in Hongkong, which is looked upon as a remunerative undertaking, he says: "The only thing that the promoters of this English industry fear is that mills will be established in Manila, which would only be possible if Chinese labor were admitted freely."

The opinion of your consul, who has been many years in the East, and whose business is to protect the interests of his countrymen, is universally confirmed by all other competent judges in the matter. It is therefore manifestly to your interest that Chinese immigration to the Philippines should be as free as possible. In settling upon a policy of such vital importance, affecting the welfare and prosperity of your newly acquired possessions, it is well to study the course pursued by another great power in its colonies adjacent, whose conditions are very much similar. Take the case of Hongkong. It was but a barren rock on the Chinese coast. But since its occupation by Great Britain every inducement has been given to the Chinese to come and settle there. Now it has become a great center of trade, as fair a city as can be found under the tropical sun, a genuine pearl of great price, and the pride of the British Empire. It is the Chinese that have contributed so largely to the prosperity of that British colony. Then, again, consider the Straits Settlements, which are not so near to China as the Philippines. There the Chinese form a large proportion of the population. Their presence has been deemed desirable, and no restriction is placed upon their admission. The English people are well known to be shrewd and good colonizers, and if Chinese immigration were objectionable, they would have stopped it long ago. But instead of doing that, they have held out every inducement to Chinese to come to their colonies, because they know by experience that Chinese are useful to them. It is not for me to say what policy should be adopted by the American Government for the Philippine Islands, but apart from other considerations, and looking solely to the interests of the Archipelago, it would seem to be a suicidal policy, from a statesman's point of view, to prohibit the entrance of Chinese labor into those islands.

While upon this subject I feel compelled to refer to the status of my countrymen in this country. Although from fear of undue competition with American labor, it was thought expedient seventeen years ago to enact a law to prohibit the coming of Chinese laborers to this country, subsequent legislation on this subject has gone so far as to interfere with the coming of other classes of Chinese as well. It has been held by the highest legal authority in this country "that the result of the whole body of these laws and decisions thereon is to determine that the true theory is not that all Chinese persons may enter this country who are not forbidden, but that only those are entitled to enter who are expressly allowed." In consequence of this opinion, all collectors of customs and inspectors in this country and in the Hawaiian Islands have been instructed to refuse admission to persons described as salesmen, clerks, buyers, cashiers, physicians, proprietors of restaurants, etc. My attention was called the other day to the case of three Chinese clergymen who were not allowed to land. The legal functionary stated his decision thus: "I am of the opinion that ministers, preachers, and missionaries, as well as doctors, lawyers, etc., are not of the exempt class." Therefore, should His Excellency Li Hung Chang come to New York as a private individual, he would not be allowed to land. Fortunately, I came to this country before this opinion was rendered, otherwise I should have been excluded, and I must abandon any intention I may have of coming to the United States in the future as a Confucian missionary, because I shall be turned back.

It must not be inferred that in this matter I throw any blame on the officials charged with the carrying out of the Chinese exclusion laws. They are simply doing their duty. And here I would acknowledge the uniform courtesy and kindly feeling shown me by all the officials, high and low, with whom I have come in contact. I simply point out that under the existing laws and regulations my countrymen are singled out as the only people who are not permitted (except a very few under certain strict conditions) to come to the United States and its colonial possessions, while the subjects and citizens of all other nations, of whatever color or race, including Japanese, Malays, Siamese, and other Asiatics, and Africans, and even savages, are at liberty to enter freely. Persons are generally disliked on account of their indolence, immorality, and other bad qualities, but I believe this is the first instance in the history of the world that a people are considered as undesirable and excluded from a country because of their industry, perseverance, honesty, and other good qualities. China does not make such invidious distinctions. What is open to one nation is open to all nations. All are equally welcome. So far from taking any retaliatory measure, she is still holding the most friendly and cordial relations with the United States, and I hope and trust these relations will long continue. And referring to the discussions to-day about open door, China is for open door; she opens her doors; her doors are wide open to you all without distinction of race and color, and of any nation at all; all are welcome equally. In view of the certain increase of this vast trade and commerce between China and the United States, and in view of the unrivaled opportunities China offers to American capital and enterprise, the question naturally arises whether it is worth while to keep in your statute books a discriminating law against a people with whom it is to your interest to keep and maintain relations of the most friendly nature. This is a question for the merchants, manufacturers, capitalists, and laborers of this country to decide, and I am sure they will decide rightly and fairly when the facts are laid before them. I do not fear that even American laborers will offer any opposition, because, being intelligent men and men of common sense, they will understand that increase of trade means, of necessity, increase of employment and work, hence prosperity, for them.

With the view of expanding the trade between China and the United States, it has occurred to me that the establishment of an institution on lines somewhat similar to those laid down for the Philadelphia Commercial Museum, at some Chinese seaport, say Shanghai, would be an excellent thing. Manufacturers could then send samples of their goods there on exhibition, so that the natives could see what America has to sell in the way of manufactures and agricultural products. On the other hand, the products of Chinese factory and soil might also be placed on exhibition in the same building. A permanent exposition of this kind would certainly result in lasting benefit to both sides. I notice that a similar scheme has been proposed by the United States consul-general at Shanghai and Hongkong, and I take great pleasure in recommending such a scheme to the favorable consideration of the manufacturers and merchants of this country.

I am exceedingly glad that I have been able to be present at some of the sessions of this congress. This is an era of conferences and international conferences. We have seen the Social Congress, the Medical Congress, the Women's Congress, the Mothers' Congress, the Congress of Demography and Hygiene, the Disarmament Congress, etc., that have been held in different countries. Now we have this International Commercial Congress. Great credit is due to Doctor Wilson and his associates for getting up this congress, and I am sure I am expressing the sentiment of all of us that we are grateful to them for inviting us to take part in it. This congress, in my opinion, can not fail to do good to the world at large. It has brought together the representative men from different countries and afforded them an opportunity to propose and express their views from the standpoint of their respective countries, and at the same time ascertain the views of other nations and states. I anticipate that the results of this congress will be far-reaching. When the representatives of the different nations report to their respective governments and chambers of commerce the things they have seen, the people they have met and talked with, and the impressions they have formed from personal contact and investigation, a better understanding will naturally be established between nations and peoples, leading to closer friendship and to the increase of trade and commerce. My earnest hope is that in our deliberations here we shall rise to that higher plane which enables us to see our way to contribute as much as possible to the common good of the world while not giving up the national interests of each. I pray that the efforts of these good men in getting up this congress will be crowned with great success, and its beneficial results will be permanent. [Prolonged applause.]

FIRST OFFICIAL COMMUNICATION BETWEEN THE UNITED STATES AND CHINA.

[President Tyler to Chinese Emperor, 1843.]

I, John Tyler, President of the United States of America—which States are Maine, New Hampshire, Massachusetts, Rhode Island, Connecticut, Vermont, New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, North Carolina, South Carolina, Georgia, Kentucky, Tennessee, Ohio, Louisiana, Indiana, Mississippi, Illinois, Alabama, Missouri, Arkansas, and Michigan—send you this letter of peace and friendship, signed by my own hand.

I hope your health is good. China is a great Empire, extending over a great part of the world. The Chinese are numerous. You have millions and millions of subjects. The twenty-six United States are as large as China, though our people are not so numerous. The rising sun looks upon the great mountains and great rivers of China. When he sets he looks upon rivers and mountains equally large in the United States. Our territories extend from one great ocean to the other; and on the west we are divided from your dominions only by the sea. Leaving the mouth of one of our great rivers and going constantly toward the setting sun we sail to Japan and to the Yellow Sea.

Now, my words are that the Governments of two such great countries should be at peace. It is proper, and according to the will of heaven, that they should respect each other and act wisely. I therefore send to your court Caleb Cushing, one of the wise and learned men of this country. On his first arrival in China he will inquire for your health. He has strict orders to go to your great city of Peking and there to deliver this letter. He will have with him secretaries and interpreters.

The Chinese love to trade with our people and to sell them tea and silk, for which our people pay silver, and sometimes other articles. But if the Chinese and the Americans will trade there should be rules, so that they shall not break your laws or our laws. Our minister, Caleb Cushing, is authorized to make a treaty to regulate trade. Let it be just. Let there be no unfair advantage on either side. Let the people trade not only at Canton, but also at Amoy, Ningpo, Shanghai, Fuchau, and all such other places as may offer profitable exchanges both to China and the United States, provided they do not break your laws nor our laws. We shall not take the part of evil doers. We shall not uphold them that break your laws. Therefore, we doubt not that you will be pleased that our messenger of peace, with this letter in his hand, shall come to Peking, and there deliver it; and that your great officers will, by your order, make a treaty with him to regulate affairs of trade, so that nothing may happen to disturb the peace between China and America. Let the treaty be signed by your own imperial hand. It shall be signed by mine, by the authority of our great council, the Senate.

And so may your health be good and may peace reign.

Written at Washington this twelfth of July, in the year of our Lord one thousand eight hundred and forty-three.

Your good friend,

JOHN TYLER, *President.*

THE ISTHMIAN CANAL AND TRADE OF THE UNITED STATES WITH CHINA.

[From China in Transformation, 1898, by Archibald Colquhoun.]

The United States are deeply concerned in the China question, both from the industrial and political point of view. Already compelled by the force of circumstances to embark on a foreign policy and to look increasingly to foreign markets, they can not but feel that the question is of vital importance to themselves. It is evident that the Pacific slope, though at present playing but a small part, is more closely concerned in the ultimate development of China than any other section of the States. These Pacific States are possessed of enormous natural resources; their manufactures, while of minor importance, have quadrupled in twenty years, and will in the course of time find a most advantageous market in the Far East. When the Isthmian Canal is made, the Atlantic States also will be brought into close connection with China and the whole of the Far East. The volume of the United States trade with China represented more than one-seventh of the entire trade of the Empire in 1896. While the import trade of the United States from China has increased slowly, the export trade to China has increased 126 per cent in ten years and is over 50 per cent larger than the German exports. The exports of cotton cloths amounted to £1,497,000 in 1897, or nearly one-half the entire value of cotton cloths sent abroad by the United States. The export of kerosene oil from the States to China now ranks second in importance to that of cotton goods, and is likely to increase at a rapid rate. The Chinese demand is quickly growing, and the export from the United States to China has more than trebled in the past ten years. The Russian oil has hitherto been the only serious competitor, but Langkat is coming rapidly into use. The exports of wheat from the United States fully reached a value in 1897 of £678,000, and chemicals, dyes, etc., £200,000. The United States export to China chiefly cotton and mineral oils. And while England, which so far practically controls the China trade, has most to lose by the partition of China, even should she receive a large share, the United States are deeply concerned in the question, for their trade is considerable and of great promise.

REFORM EDICTS IN CHINA.

On February 6, 1902, United States Minister Conger forwarded to the State Department copies of two imperial edicts, recently issued, which, he says, indicate the loosening of the bonds of old custom and the present trend toward a new order. The removal of the prohibition of intermarriage between Manchus and Chinese is of political significance, as indicating a desire to emphasize less strongly the distinction between rulers and ruled. The other edict is in line with the policy declared in a number of recent edicts to encourage the study of Western methods. The edicts follow:

[Translation from the Peking Gazette of February 1, 1902.]

Our dynasty, distinguished for its benevolence, has richly bestowed its benefits in overflowing measure throughout the whole Empire. No partiality has been shown to Manchu or Chinese, whether high official or people; but according to an old custom there has been no intermarriage between them. This was originally because, when the dynasty was first established, the customs and speech of the two peoples were considerably unlike, and therefore the prohibition was made. Now, however, customs and beliefs are alike, and more than two hundred years having passed, we ought to defer to the general feeling and remove the prohibition; and therefore we command that Manchu and Chinese, whether officials or people, be allowed to intermarry. Let there be no bigoted adherence to old custom. But as for the Chinese women, for the most part, they have followed for a long time the custom of foot binding, which is an injury to the good order of creation. Hereafter let the officials and gentry all exert themselves to gently persuade and lead the people, and cause them all to understand, in the hope that this old custom may be gradually abolished. But on no account will it be permitted officials, clerks, or the slippery yamên runners to take advantage of this to go about harrassing the people with their prohibitions. But at the times for selecting girls for palace attendants the Manchus must still be chosen; there must not be any selection of Chinese, lest we fall into the corrupt practices of the former Ming Dynasty. We therefore make this restriction out of deference to the feelings of the [Chinese] people. Let this edict be published abroad for general information.

[Translation from the Peking Gazette of February 1, 1902.]

The following edict was issued on the 23d of the Twelfth Moon (February 1, 1902):

Our international relations are of the utmost importance. At the present time, when we are seeking to restore prosperity to the people and the Government, we ought more than ever to gather together those of superior merit. If those who go abroad will devote themselves earnestly to the investigation of foreign methods of government and the sciences of those countries, we may hope to so increase our talents as in some measure to meet the needs of the Government. At present there are many students from the various provinces, zealous in acquainting themselves with current affairs, who have gone abroad to study in foreign schools and learn a profession. This practice has never obtained among the imperial clansmen and the eight banners, and it is urgently necessary that they become more liberally educated. Let the imperial-clan court and the lieutenant-generals of the eight banners select young men from each banner between the ages of 15 and 25, of good character, intelligent minds, and sound bodies, and prepare a list to be sent to the grand council, who may report to us and await our appointment of an official to reexamine and make a selection of a certain number, who shall be furnished with means and sent abroad to travel and study, availing themselves of the opportunity to familiarize themselves with foreign methods and enlarge their experience, that they may assist the court in its purpose to cultivate talent for the service of the Government.

THE ENGLISH LANGUAGE IN THE FAR EAST.

[Lord Curzon in Problems in the Far East, 1894.]

The improvement of existing and the creation of new means of communication are rapidly developing a solidarity between the East and the West which our grandparents would have deemed impossible. Fusion, and not disintegration, will be the keynote of the progress of the coming century. There remain now but few countries to which access has not already been gained, * * * and this task will be facilitated by the increasing diffusion of the English tongue. Already spoken in every store from Yokohama to Rangoon, already taught in the military and naval colleges of China and in the schools of Japan and Siam, already employed in the telegraphic service of Japan, China, and Korea, and stamped upon the silver coins that issue from the mints of Osaka and Canton, already used by Chinamen themselves as a means of communication between subjects of different provinces of their mighty Empire, it is destined with absolute certainty to be the language of the Far East. Its sound will go out into all lands and its words unto the ends of the world.

FUTURE FOREIGN IMMIGRATION INTO CHINA.

[From the London and China Telegraph, London, February 1, 1904.]

A Peking Gazette extraordinary, published to-day, contains a draft agreement come to between the waipuwu and the foreign ministers with reference to the future immigration into China of clerks, mechanics, engineers, and shopkeepers from foreign countries. The agreement provides for the appointment at the treaty ports of Chinese superintendents and inspectors of imported foreigners, the former to be empowered to supervise such foreigners on their arrival at the ports of China, and the latter to regulate their movements in and about the neighborhood of the ports.

The introduction of the above-named classes of foreigners will, under the new arrangements, and anything in the existing treaties to the contrary notwithstanding, be permissible only under licenses granted by the Government of China, with the express stipulation that each class of foreigners, as above described, shall follow his respective vocation, and no other, on pain of reexportation in case of failure to observe this condition. No license will be granted unless the exact domicile of each foreigner be made known to the Chinese authorities previous to his arrival in China, and unless proper security be given for the repatriation of every foreigner of the classes named after a certain number of years' residence in the country. None of these immigrants are to be allowed to wander beyond the treaty ports, anything in the treaties to the contrary notwithstanding, and in no case shall any of them be allowed to search for minerals in the interior.

The future introduction into China of the classes of foreigners named shall be subject to these further conditions, to be embodied in any arrangement come to between them and their importing friends at the treaty ports or in the various European countries from which the immigrants hail. In the first place, so long as the immigrants remain in China they shall serve their introducers and no other, nor shall any assignment of their services be permitted; secondly, on the determination of their contract with the importing foreigner, the immigrants shall be returned without delay at their own expense to the country of their origin. In order to secure proper control of the classes of foreigners referred to, it is to be enacted that their friends at the treaty ports must deposit a return showing the number of foreigners introduced, and the place or places at which such foreigners pursue their callings. No foreigners of the classes named shall be allowed to hold land either at the treaty ports or in the interior, and each foreigner as indicated must carry an identification passport renewable every year; he must remain on the premises where he is employed, leaving only under a permit signed by a duly authorized mandarin, such permit being on no occasion available for more than twenty-four hours. Any runner from the taotai's yamên may demand the passport or permit of any such foreigner if he has reason to suspect that the foreigner is of the classes referred to, and any failure to produce the passport permit will entitle the yamên runner to arrest the foreigner summarily, and deposit him in a convenient dungeon in the said yamên. Bonds must be given for the return to his native country of each foreigner of the classes named after the expiration of his agreed-upon terms of years, and failure to leave China at the exact date promised will entail instant execution by the proper Chinese official.

RAILWAY AND MINING CONCESSIONS BY THE CHINESE GOVERNMENT.

[Report to State Department by Consul Ragsdale.]

Consul Ragsdale in 1898 reported the first concession ever granted by the Imperial Chinese Government to a foreign syndicate, by the terms of which foreigners have the right to open and work mines, construct and operate railways, and all entirely free from Chinese control other than the payment of a royalty and conformity with the general laws of the Empire as applicable to foreigners.

On the 21st day of May, 1898, there were signed, in the presence of the ministers of the tsungli yamên, articles of agreement which ceded to the Peking Syndicate, Limited, of London, the sole right to open and work the coal and iron deposits of central and southern Shansi and the petroleum deposits of the entire province; also the right to construct and operate all necessary railways to main trunk lines and navigable waters for exporting the mining products.

The agreement was signed by order of imperial edict, stamped with the seal of the tsungli yamên as a visible sign of imperial sanction and authority, and the whole proceedings were verified and ratified by the British and Italian ministers to China.

The signing of this contract marks the most important epoch in the industrial policy of China. The precedent has been established of allowing foreigners, for commercial purposes, to own real estate in the interior of China, open and operate mines, and construct and maintain railways.

There have been many so-called mining concessions granted in China, but not one of them is worth the paper it is written on.

Of the railway concessions, only one—the Belgian Syndicate for the Peking-Hankow Railway—has gotten beyond the preliminary stage, and in none is the syndicate more than the financial agent of the Chinese. These railway syndicates have no voice in the management and not too much security for their money. As a matter of fact, up to date, neither the Belgian syndicate nor any other syndicate has furnished one cent of money.

The following is a synopsis of the articles of agreement between the Peking Syndicate and the Chinese Government:

The right to open and work coal and iron deposits in certain (named) districts in the province of Shansi, and the sole right to all petroleum—these rights to exist for sixty years—are granted.

Private lands are to be purchased, and on Government lands the syndicate is to pay double the present land tax.

All matters of administration, exploitation, management of employees, and finances shall be controlled by the board of directors of the Peking Syndicate. Each mine is to have foreign managers and one Chinaman to arrange disputes with natives. All accounts are to be kept by foreign methods, but audited annually by a native of China. All salaries are to be paid by the Peking Syndicate, and all receipts and payments shall be controlled by foreigners.

All damage done private property in prospecting is to be paid for; cemeteries and mortuary shrines are not to be disturbed.

The Chinese Government is to receive 5 per cent producers' tax on the actual cost of extracting coal, iron, or other material. The syndicate is to receive 6 per cent interest on the capital of the company, and 10 per cent shall be set aside as a sinking fund with which to repay the capital. Of the balance net profit the Chinese Government is to receive 25 per cent and the Peking Syndicate 75 per cent. All future coal or iron mines worked with foreign capital shall pay the 5 per cent producers' tax.

The Chinese Government is not to be held responsible for losses.

All important machinery and material shall pay 1½ per cent the regular maritime customs dues, but no likin taxes. Mining products exported from a seaport shall pay regular export duty.

At the expiration of sixty years all machinery, plant, buildings, mines, railways, etc., revert gratis to the Chinese Government.

The syndicate shall establish a school of civil engineering and mining for about twenty Chinese students.

Chinese may buy shares in the company. (The Imperial Chinese Government has reserved £250,000 worth of shares, for which it pays cash the par value.)

When Chinese own 75 per cent of the shares of any one mine they can redeem the balance from the syndicate and operate the mine. Private mines now in operation may continue to work or sell out to the syndicate.

The syndicate has the right to build all necessary roads and bridges, open or deepen canals or rivers, and construct all railways to connect mines with main trunk railways or navigable waters.

In case China goes to war the syndicate will obey the orders of the Chinese Government prohibiting aid to the enemy.

The Peking Syndicate is composed of a few men who control immense capital and who have obtained the most valuable concessions China could make. The preliminary work has been in progress for over two years. The concessions will be worked by the Anglo-Italian Syndicate, with a capital of £6,000,000.

The success of this enterprise is due, first, to the fact that the syndicate was willing to spend money upon the chance of getting a concession, and that, after sending their general agent to China, they simply allowed him to manage affairs here and kept him supplied with money. Then the agent, Mr. A. Luzzatti, has shown wonderful tact in dealing with Chinese officials, judgment in selecting his assistants, and in utilizing all available means to success, and untiring perseverance.

The province of Shansi lies to the west of Chile. It consists of an interior plateau of 3,000 feet elevation, more or less cut up by rivers. This plateau is bounded on all sides by mountains rising to 8,000 and 14,000 feet above the sea. In some places these ranges have been cut through by rivers; but in all parts they are rugged, and transportation must be effected by pack mules or camels. In the eastern portion of the province, and running into the province of Honan, are deposits of anthracite coal. The western half has bituminous coal covering some 12,000 square miles, and all along the western boundary are deposits of petroleum. At many different points in the coal region are deposits of rich iron ore.

The coal strata are practically horizontal, and at an elevation of about 2,500 feet. They show wherever erosion has cut to a sufficient depth. This anthracite-coal vein is unbroken over an area of 13,500 square miles, and its thickness varies from 25 to 50 feet, an average of 40 feet. All of this deposit is within the limits of the concession. There are thousands of native coal mines now in operation, and the coal has been used for probably three thousand years. The iron ore is now worked by the natives. This entire region has been examined by William H. Shockley, mining engineer, and Charles D. Jameson, civil engineer, both Americans and in the employ of the syndicate.

There is probably no coal field known in the world that can compare with this of Shansi, either in quality or quantity of coal or the possibility of cheap production. In addition to the concession in Shansi, there was signed on the 21st of June an identical agreement ceding to the Peking Syndicate all that portion of Honan north of the Yellow River (about 10,000 square miles), and another agreement by the terms of which all of the mountainous part of Honan south of the Yellow River is ceded to the syndicate as soon as work is begun on the Shansi concession. The total area of these concessions is 71,000 square miles, equal to England and Scotland.

REVISED REGULATIONS FOR RAILWAY CONSTRUCTION.

The following is a translation of the revised railway regulations which have just been adopted by the Chinese Government. They were forwarded to the State Department by United States Minister Conger, from Peking, under date of December 29, 1903:

Article I. This board having, in obedience to an imperial edict, taken over the direction of railway and mining affairs, which is a matter of record, besides issuing special mining regulations, hereby give notice that all records concerned with railway concessions already made have been transferred to this board by the general bureau of railways and mines and all applicants for railway concessions not yet granted are required to await the approval or disapproval of this board.

Art. II. No matter whether Chinese or foreigner, official or merchant, all applicants for railway concessions must proceed in accordance with the regulations proposed by this board and sanctioned by the Throne. No appeal will be allowed to regulations heretofore adopted by various provincial authorities and which are not in harmony with the present regulations. Moreover, after the concession shall have been approved by this board there must be a careful observance of the company laws, submitted in a memorial by this board and sanctioned by the Throne; there must be no disobedience.

Art. III. When the officials or merchants of any Province shall have accumulated capital stock and asked for a concession for either a main line or a branch line of railway in any Province, they must prepare a map in explanation and state clearly the real amount of their capital, giving the exact details, both being submitted with their petition. They shall then wait until this board shall have communicated with the local official of the district to which they belong, who shall carefully investigate the circumstances of the applicants, whether or not they are reliable persons, and whether or not they are men of property, as well as whether or not they are violating these regulations. When a reply shall have been received this board shall then determine whether to approve or disapprove the application.

Art. IV. When a line of any railway shall have been surveyed and agreed upon the local officials must first notify the people, so as to prevent any intentional obstruction. As to the purchase of the ground by the company, the local officials must fix a fair price; they must not allow any raising of the price. As to the taxes due, the company must agree to pay them from year to year; no neglect shall be allowed. Whenever any cottages or graves are found in the line of the railway, if they can be avoided by a curve, steps must be taken to do so in order to satisfy popular sentiment. If it shall be very difficult for the railway to go around them the local officials shall decide what payment shall be made for them, so as to prevent contention and obstruction.

Art. V. When Chinese merchants apply for a railway concession, if there be any foreign shareholder, application must not only be made to this board, but to the board of foreign affairs as well, that said board may investigate and consider the matter. If foreign merchants shall apply for a concession in their own names, they must not only file a petition with the board of foreign affairs and await its reply, but also petition this board that we may investigate and give a decision.

No matter whether the foreign merchants desire to undertake the work themselves or simply to supplement the capital stock of a Chinese company, they must agree to uniformly observe these regulations now issued; there must be no infraction of them.

Art. VI. In accumulating capital it is important as a rule that the Chinese-owned [shares] should be in the majority. If there be no alternative but to supplement with foreign capital, then the amount of the foreign-owned shares should not at most be more than equal to the amount of Chinese-owned shares.

When the petition is presented the exact amount of the foreign-owned shares must be stated; there must be no concealment or deception. It will not be permitted at all to borrow foreign capital in addition to that obtained by foreign-owned supplementary shares. This prohibition is to prevent deception and insure sincerity. Should there be any deception practiced in securing a concession, immediately upon the discovery of the facts the concession will be canceled.

Art. VII. Even if foreigners apply for railway concessions in any of the Provinces and they are granted, it is no more than just that Chinese merchants themselves should obtain reasonable advantage therefrom; hereafter, therefore, whenever foreigners make application for a concession, no matter what may be the amount of the capital stock, they must reserve 30 per cent of the shares and allow Chinese opportunity to purchase these shares at the original price.

Art. VIII. No matter whether it be a Chinese company aided by foreign capital or a foreign company aided by Chinese capital, in every case the local authorities must give equal protection. But they must not interfere with the authority of the company to manage its own affairs. Should the company meet with losses, the matter must be dealt with strictly in accordance with the imperial statutes of China; according to precedent the Imperial Government is not required to indemnify.

Art. IX. Should any Chinese apply for a railway concession and himself furnish the capital therefor, amounting to more than 500,000 taels, on the successful completion of the railway this board will make a special petition in his behalf for an edict conferring extraordinary reward as an encouragement. Should he gather together Chinese shareholders and raise in this way capital to the amount of more than 500,000 taels, then on the completion of the work being reported this board will take action in accordance with Article XII of the regulations as to rewards submitted in a memorial by this board and sanctioned by the Throne.

Art. X. When Chinese make application for a railway concession, they must first estimate the entire amount of capital needed for the completion of the road, so as to determine the number and amount of shares to be raised, and after the work has begun, if a greater sum has to be expended on account of the difficulties of the work, and the estimate made at the time of gathering shares does not meet the requirements and the capital thus prove insufficient, and there be no way to add further shares of capital, then the said company ought to be permitted to borrow foreign money by mortgaging machinery and buildings; in no case will it be permitted to mortgage lands. But the total amount of money thus borrowed may not in any case exceed three-tenths of the original estimate, and it will be necessary beforehand to send a petition to this board stating clearly the real amount of money to be borrowed. The merchants concerned will borrow and repay; in no case will the Imperial Government assume any responsibility. Only after this board shall have considered and approved the proposal will it be permitted to negotiate the loan. A copy of the contract for the loan must be filed with this board.

Art. XI. If the shares of capital accumulated are all Chinese owned, and if, after the work on the road for which application was made has been all completed, the company shall apply for the construction of some other road in addition, and if the capital originally raised shall really have been already entirely exhausted, and they shall propose to borrow foreign money in addition to supplying the means for the extension of their enterprise, it will be necessary to prepare a petition and submit the same to this board and await until it shall have considered the aspects of the case and either approved or disapproved.

Art. XII. Hereafter if any Chinese applying for a railway concession shall enter into a secret contract with foreigners to borrow foreign money, mortgaging the road applied for as security, and shall, for the time, obtain the concession under false representations, or if, after the work shall have been commenced, they shall clandestinely sell the concession to others, then as soon as this board shall learn of these facts and investigate the affair, or if the local viceroy or governor shall discover the same, not only will the road (so far as constructed) be confiscated and the concession canceled, but it will be further necessary to investigate the circumstances of the case, and according to the gravity of the offense to decide upon some form of punishment.

Art. XIII. All persons who may obtain a railway concession from this board, no matter whether Chinese or foreigner, must within six months after the granting of the concession survey the road, and within six months after the completion of the survey must commence the work of construction. The gage of the road must be exactly 4 feet 8½ inches English measurement, the same as that of the roads now in operation; moreover the date of commencing the work must be reported to this board. If the limit of time shall be exceeded and no report be made, the concession shall be canceled, so as to prevent the occurrence of such evils as the pretense of raising shares of capital and using this as a pretext for swindling operations. If there should really any extraordinary circumstances arise, report must first be made to this board, which will make investigation, and if it be found that there has really been no deception, then the matter of extending the time may be taken into consideration.

Art. XIV. If at any place in any of the Provinces where railrways are in construction land owners shall raise the price of land, thus hindering or causing trouble, or if workmen, depending upon numbers, shall institute a boycott (*i. e.*, probably in order to secure unreasonable wages), it will be permitted the company to make a clear report of the matter to the local authorities, who shall issue a strict proclamation, suppress the disturbance, and prohibit under severe penalties all extortionate practices of yamen underlings. It must be known that railways are the foundation of commercial prosperity and profitable transportation as well as an important enterprise of the Imperial Government. If the said local officials prove unable to give protection and evade their responsibilities, on investigation, if the facts be as reported, they shall be impeached and dismissed.

Art. XV. At present such experts as are needed in surveying for railways, estimating their cost and superintending the construction are few in China, and it becomes necessary to permit the companies to engage foreign officers, and the local authorities of the places through which they may pass or where they are temporarily residing must use extra care in giving them protection; they must not allow the least unforeseen danger to arise. If the said foreign officers are themselves unmindful of the proprieties and set social restraints at defiance, it is permitted the local authorities to notify the company so that they may be discharged. They must not be screened and protected improperly by being transferred to some other road to be employed. If their faults be serious, it is permitted to report them to this board, which shall transmit the complaint to the various consuls concerned. They shall not be allowed to travel or reside in China.

Art. XVI. No matter whether Chinese or foreigners may apply to viceroys and governors of Provinces for railway concessions, it will be necessary for the said viceroys and governors to make a careful investigation as to whether or not the proposed road will be really of advantage to Chinese commerce or transportation, and whether or not there may be any violation of these present regulations involved in the matter. As soon as they shall report, this board will take the matter into consideration, and deal with it.

Art. XVII. If a company shall get into a quarrel, or there arise any other difficulty affecting the interests of the company, if the company be a Chinese one the nearest local official may try and decide the case fairly, thus preventing injustice to either party. If the judgment given does not satisfy, it will be permitted to appeal to this board, which will consider the case and deal with it, so as to give due protection. Should trouble arise between Chinese and foreign merchants, each of the two parties ought to nominate a man to discuss and decide it. If the two arbitrators can not agree in their opinions, they may together nominate a third just and upright man, no matter whether connected with the railway or an outsider, and these together may effect a settlement. The governments of the two nationalities shall not concern themselves with the case.

Art. XVIII. Railways and mines are two separate concerns, and each should be managed in accordance with its own regulations. Those who apply for railway concessions must not demand the right to work mines in connection with them. Formerly railway companies had regulations for working mines along their lines. It will not be permitted hereafter to quote this as a precedent. If there be no place near from which to obtain a supply of coal, and this cause the company so much trouble that it seems likely to suffer loss, they ought, as occasion may require, to petition this board, making a clear statement of the circumstances, and await our investigation and approval or disapproval. If the application be disapproved, they may not thereafter present any further petition upon the subject. This is to prevent confusion.

Art. XIX. Formerly the general bureau of mines and railways decided upon a form for making reports. These forms will still be furnished by this board to each company, which shall at the end of each year carefully fill in all the details required and present the same to this board for its inspection and to be placed on file.

Art. XX. When application has been made for a railway concession and the same has been granted, the company may at once draw up a contract. If there should be some items not fully settled, concerning which provisions ought to be made in the contract, it will be permitted to consider them and insert such provisions, but nothing must be inserted which will conflict with these regulations. When the contract is arranged, a copy must be made and presented to this board for its consideration and approval. Only after this is done may it be signed. After the work has been completed, should there be places where it is necessary to establish custom-houses, this board will consult with the board of revenue as to their location and take appropriate action.

Art. XXI. Whenever Chinese or foreign merchants are operating railways, should military matters require the Chinese Imperial Government to transport troops, rations, pay, weapons, or any supplies necessary to the camp, they shall be given the right of way and transported at half rates.

Art. XXII. When a railway is under construction or after the railway shall have been completed, should it be necessary to employ police, it will be permitted to use one or two Chinese to each li (2,115 feet) of railway, but they will not be allowed to bear arms. If it should be necessary to use soldiers to guard the railway, a petition to that effect must first be presented, and this board will consult with the Tartar generals, viceroys, and governors of the Provinces concerned as to sending such troops; the company must not act upon its own authority. Provisions and pay for such troops must be supplied by the railway.

Art. XXIII. Railways and post-offices are of mutual assistance. All who operate railways ought to carry the mail bags of the imperial post-office. The detailed regulations as to this matter will be drawn up at the proper time.

Art. XXIV. The foregoing articles are the regulations in general for the construction and operation of railways. Matters not definitely decided therein may be set forth in detail at the time when concessions are granted and contracts are drawn up.

THE FIRST BRITISH RAILWAY IN CHINA.

[From the Anglo-Indian Review of November 3, 1903.]

On July 10 last the Times published the following telegram from its correspondent at Shanghai: "The final contract for the construction of the Shanghai-Su-chau-Nanking Railway was signed here to-day by Shêng and the representatives of the British and Chinese corporation. The work must be begun within one year and completed within five. It is certain that this undertaking will result in a great development of trade on the lower Yangtsze."

Of the twelve months granted before the commencement of the work four have already gone by, and, owing to the indifference of the British investing public, the first British railway in China remains still in embryo. Not a sod has been turned, the rails and material are not even en route, and the clock hand passes relentlessly round, having already left one-third of the period of grace behind. Not thus did our forefathers act, not thus shall we hold our own in the great struggle of competitors from all the nations. Confronted with a fresh crisis in the far East, which must involve China as well as Japan, we have still neglected since the last troubles to provide for ourselves the fulcrum of power which a railway would have given us in the Yangtsze Valley. Leaving political calculations aside, our commercial interests rendered the construction of such a railway absolutely indispensable, unless we have decided to abandon China as a field of enterprise. What did Colonel Manifold, who has traveled 9,000 miles in China during the last few years, tell his audience at the last British Association meeting? He said: "China now offers the most wonderful field to the trade of any nation who will enable her to develop the marvelous resources which, from want of proper communications, she has so far been unable to take full advantage of. Under old conditions, British trade was almost alone in the field and far outdistanced all other competitors, but it is only by an attentive study of the conditions that have arisen in recent years and by being early in the new field now opened up that we shall be able to hold our own in this struggle for trade supremacy."

It has always been foreseen that what China required for the development of her resources, and for the increase with them of the trade of outside nations with her, were railways, and the enormous traffic that has passed along the line from Tientsin to Shanhaikuan from the time of its construction to the present day shows that there had been no exaggeration in the estimates formed as to the extent to which the Chinese would utilize railways once they got them. But the clearer the evidence furnished as to the profitable character of railway construction and investment in China, the stronger must be the condemnation of the apathy on the part of the British public that has left unutilized so many favorable opportunities and allowed younger and comparatively insignificant rivals to gain a start upon us. If it were only a matter of railway construction it would be bad enough, but railway construction in China means political influence, and sooner or later the establishment of spheres which will be more or less exclusive. Already there is a marked difference of opinion between the British and German Governments as to the proper construction to be placed on what is known as the Yangtsze agreement; and we shall find that wherever a province or district has been developed by others any claim on our part, because it came within that sphere, to control it would be flatly contested. Railways in China will undoubtedly serve as the distinguishing bands of separate national authorities, and even if the Chinese Empire is preserved in form these imperia in imperio will be none the less real and substantial. Therefore it will follow that if foreigners have more railways in China than we have, their influence must be the greater, and as their detached concessions become consecutive systems less space will be left vacant for our enterprise, and we shall find ourselves confronted with a solidarity of continental opinion and opposition that could never have been created if we had not been grossly negligent of our duties.

These are the imperative considerations that make a prompt decision with regard to the recently acquired concession in the Yangtsze Valley so absolutely necessary. If every British subject were to think of the first duty of patriotism it may be doubted whether there is at this moment a single object which has a stronger claim on his support than this initiating British railway in China of less than 180 miles in length. The claim of a line that connects China's great port—the true heart of the country—with its ancient and probably its future capital is not to be estimated by the dividends that it is likely to earn. If it passed through a desert in Somaliland, or the still unproductive bush of Uganda, the same imperial considerations that called for those lines would dictate the construction of this. But the province of Kiangsu is neither the desert nor the backwoods. It is the most highly cultivated and the thickest populated province on the face of the globe; we are dealing there with 21,000,000 of people packed on the soil at the rate of nearly 500 beings to the square mile. Nor are they naked savages; they have their own civilization, they recognize the obligations of the citizen, they are habituated to work, and their commercial instinct is not surpassed, if it is equaled, by any other people. If there is a community that would appreciate a railway and all the advantages following in its train it is that of Kiangsu. Sir Claude MacDonald, speaking of this very line in 1898, stated in cold official language, "There is no more paying district than this for a railway in China."

The fact of there being no engineering difficulties of any magnitude or importance is an element not to be left out of the necessary calculations, in the first place, because it diminishes the cost of construction, and in the second place because it renders the completion of the line within the prescribed term a matter of certainty. It is true that there will be an unusually large number of bridges, but none of these will be of any great breadth, extending as they will simply over creeks and canals. The Grand Canal itself will be crossed at Su-chau, one of the most important commercial centers in China, and for a time the chief Taeping stronghold during the famous rebellion. Su-chau is of importance also because it will be the junction for a future southern line to Hangchow and Ningpo, and the concessions for these extensions are reserved to the British. The Shanghai-Nanking Railway must, therefore, be regarded as the first link in an important system that will eventually cover the eastern half of central China. It is the first British railway in China, but it is beyond doubt destined to prove the parent of many railways constructed by British capital, engineering skill, and commercial enterprise. By this means there will be a marked and ever-increasing extension of British influence in the most valuable of the world's markets.

In connection with the prospects of railway traffic in China it is not unimportant to remember what railways have done for India, and what prosperous undertakings they have proved for the Government and capitalists who made them. And yet it may be said without making invidious comparisons that the Chinese in the bulk are far more likely to appreciate the facilities presented by railways and to make use of them than the natives of India. Still it may be assumed that if Anglo-Chinese railways show half the results attained by Anglo-Indian in even the first twenty years after their construction, the subscribers and the public will have the best reasons for being satisfied. But one thing is perfectly clear. No more time can prudently be wasted. A new crisis has been sprung upon us in the far East, and we are still without any firm or assured hold on even central China and the Yangtsze Valley. In the meantime other foreigners have acquired one concession after another, some of which rightly belonged to us in whole or in part. As the Prince of Wales said on his return from his colonial tour, England must wake up, and in this matter of the Shanghai-Nanking Railway the obligation and responsibility rest solely on the public. The Government, after long delays, and after overcoming persistent opposition at the hands of the Chinese negotiators, have won the diplomatic battle. The British and Chinese corporation is in undisputed possession of the hard-won concession. The necessary engineering information for the construction and laying of the line has been obtained. There only remains the provision of the capital by the British investor, and this will, beyond doubt, be furnished with eager rivalry, because no railway in the world offers a better prospect of a good and secure return.

REGULATIONS GOVERNING FOREIGN LOANS IN CHINA.

[Translation of a dispatch from the Tsung-li Yamen at Peking, in 1899.]

On the 4th day of the eleventh moon in the seventeenth year of Kwanghsu (December 4, 1891), this Yamen transmitted to the representatives of foreign powers at Peking copies of a joint memorial presented on the 24th day of the tenth moon in the seventeenth year of Kwanghsu (November 25, 1891), by the board of revenue and this Yamen, which provides that in the negotiation of a foreign loan by Chinese officials, of whatever rank, the agent for the interested foreign capitalists is required to report first to the representative of his country at Peking and ascertain from the Tsung-li Yamen whether the matter has been reported to and sanctioned by the Throne before making the loan; and that if a loan is made privately, notwithstanding the fact that there is no evidence of imperial sanction, the Government will neither recognize the claim nor undertake to compel restitution in case of trouble, though the official seal may have been affixed to the contract. On the 7th day of the eleventh moon (December 7, 1891), copies of the above-mentioned memorial were sent to the diplomatic representatives of China abroad, with the request that copies be communicated to the departments for foreign affairs of the respective countries to which they were accredited, in order that the same might be published for the information of foreign capitalists.

On the 24th day of the sixth moon in the twenty-fourth year of Kwanghsu (August 11, 1898), a memorial was presented to the Throne by the department of mining and railroads, reporting the establishment of that department at Peking and recommending that the various propositions started by officials and private individuals before the establishment of the department, but not adopted, should not be deemed as settled, and was duly approved by the Emperor.

Now, on the 28th day of the seventh moon (September 13, 1898), copy of a memorial to the Throne presented by Hu Yu-fan, governor of Peking, was received from the privy council, proposing that the Tsung-li Yamen be commanded to inform all the diplomatic representatives of foreign powers at Peking, with the view of their notifying the capitalists of their respective countries that all contracts for foreign loans entered into by the provincial authorities for the opening of mines and the construction of railroads without the written approval of the Imperial Government shall be deemed null and void, together with an imperial decree ordering the Tsung-li Yamen to devise means for carrying the same into effect.

In view of the undeveloped state of the mineral resources of the various provinces of the Empire and the initial stage in the construction of trunk and branch lines of railroads, it has been this Yamen's policy to allow foreign capital to be used for these purposes, to the end that both Chinese and foreigners may derive advantages therefrom. But in order to obtain good results affairs must be well managed and money must be economically expended. It is feared that there may be unscrupulous Chinese persons who, claiming with fraudulent intent to be concessionnaires of this road or that mine, may enter into private agreements with foreign capitalists for the purpose of obtaining money under false pretenses and that foreign capitalists may become unwitting victims of such fraud and waste their substance to no purpose. This certainly is not the object of our Government in developing the resources of the Empire by opening mines and constructing railroads for the mutual benefit of Chinese and foreigners. Now, this Government desires to give it the widest publicity that all contracts for foreign loans to be expended for the opening of mines and construction of railroads in China, in order to be valid, must be certified and approved by the department of mining and railroads, and that all agreements privately entered into with foreign capitalists without the certification and approval of the department, no matter how large the amount of subscribed capital may be, for the purpose of opening mines and constructing railroads, shall be deemed null and void, so as to put a stop to all fraud and deception and encourage fair and honest dealing. Copies of this communication have been transmitted to the diplomatic representatives of foreign powers at Peking, and you are requested to communicate a copy of the same to the Secretary of State for his information, and, when you have received a reply, to send a copy to this Yamen.

Dated this 12th day of the ninth moon in the twenty-fourth year of Kwanghsu (October 26, 1898).

(22) A detailed account of the affairs of the railway and mining companies at present in existence must be sent to the board for consideration. The board will also prepare forms for setting forth such details. These will be sent to all the provinces, and must be filled up at the end of each year by such companies and sent to the board for inspection.

The regulations, adds the minister, have received imperial approval.

Under date of December 10, 1898, Mr. Conger transmits translation of a report by the bureau of control for mines and railways, stating that no records are kept of rates of freight and fares for passengers on certain railways, on which the traffic is already considerable, nor is there any available information about the status of construction, number of trains, time-tables, etc. The Mo-ho gold mine and the Kaiping colliery, the report says, have been successful, yet the bureau has no detailed report of the output, etc. In the regulations for coal and iron mining in the provinces of Shansi and Honan, a Government tax of 5 per cent has been levied on the value of the mineral output. This rule, the report urges, should be followed with other mines. The bureau recommends that all companies organized but not officially approved before the date of the edict establishing the bureau shall be considered unauthorized.

OPENING OF THE INLAND WATERS OF CHINA TO STEAM NAVIGATION BY FOREIGNERS.

The following important announcement of the opening of the inland waters of China to steam navigation by foreigners was presented to United States Minister Denby in June, 1898.

THE TSUNG-LI YAMEN TO MR. DENBY.

PEKING, *June 3, 1898.*

YOUR EXCELLENCY: The prince and ministers have the honor to state that ever since China entered into commercial relations with foreign powers steamers have been running at their pleasure to the coast and river treaty ports. The result is that trade has daily increased. Steamers, however, have hitherto never been permitted to run on the inland rivers.

Soochow and Hangchow have in recent years been opened as treaty ports, and native craft plying to and from these ports carrying passengers and merchandise have for the most part been towed by steamers. This is in every way a convenient and expeditious system. Both Chinese and foreign merchants have requested that companies be formed and vessels built to ply to various ports. It seems, therefore, right to do what is suitable for the occasion and make such changes as will redound to the utmost benefit of the interests concerned.

The Yamen have now decided to allow small steamers, foreign or Chinese, to ply on the inland rivers in the provinces where commercial intercourse with foreign nations is carried on, in the hope that trade will thereby expand and the revenue be increased.

In obedience to instructions, the inspector-general of customs has drawn up and submitted a set of rules, nine in all, to be put in operation. These have been carefully examined and can be put in force experimentally.

The Yamen memorialized the Emperor on the subject and received His Majesty's decree to put the rules in operation. The Yamen have also addressed the ministers superintendent of northern and southern trade, the viceroys, governors, tartar-generals, lieutenant-generals, and have also instructed the inspector-general of customs, the custom taotais, and the superintendent of customs at Canton to act accordingly.

As in duty bound, the prince and ministers send a copy of the rules drawn up by the inspector-general of customs and beg that the minister of the United States will instruct the United States consuls in China to notify American merchants that they must duly observe them. It is to be hoped that in future the trade of Chinese and of foreigners will increase and that this source of revenue to China will not be interfered with.

INLAND STEAM NAVIGATION REGULATIONS OF 1898.

A.—*Registration.*

(1) The inland waters of the treaty-port provinces are hereby opened to small steamers, native or foreign, plying from treaty ports.

(2) Small steamers at treaty ports, whether plying only in the waters of the port or going thence inland, are to be registered at the customs and to take out papers at the customs containing owner's name and residence, name and type of steamer, number, crew, etc., in addition to whatever national papers they are allowed or required by law to carry. Such customs papers are to be renewed annually, and are to be surrendered on change of ownership or when the vessel ceases to ply. The fee for the first issue of customs papers will be 10 taels, and for each renewal 2 taels.

(3) Small steamers thus registered at the customs may ply freely in the waters of the port without reporting their movements at the customs; but if they go inland they must report both departure and return. No unregistered steamer will be allowed to proceed inland.

(4) As regards exhibition of lights, prevention of collision, shipping of crews, and inspection of machinery, etc., all such steamers are to observe the rules in force at the ports to which they belong.

B.—*Revenue.*

(5) Cargo shipped at treaty ports is to be reported to the customs and is to pay such duties as the customs decide to be leviable. Cargo brought to a treaty port from inland is to be summarily dealt with.

(6) Cargo landed or shipped inland is to pay at the place of landing or shipment whatever dues or duties the local regulations call for.

(7) If such steamers have vessels in tow, they must halt at whatever stations the vessels towed are required to stop, in order that the cargoes may be dealt with as local rules prescribe.

C.—*Judicial.*

(8) Offenses inland, whether against revenue laws or affecting persons or property, are to be dealt with by the local authorities of the district in the same way as if there committed by their own people; but if the vessel concerned is foreign owned or the person implicated is a Chinese employed on board such foreign-owned vessel, the local authorities are to communicate with the nearest commissioner of customs, and the commissioner in turn with the consul, who may send a deputy to watch the proceedings. If the offender is a foreigner, he is to be sent to the consul at the nearest treaty port, in the manner prescribed by treaties where foreigners without passports are arrested.

(9) If any such steamer passes inland stations where a stop should be made without stopping, or if the crew, etc., creates trouble inland, the customs may withdraw the customs papers and refuse the vessel permission to proceed inland again.

The above rules are for the inauguration of steam traffic on inland waters and are subject to such changes as may from time to time be found necessary.

TRADE REGULATIONS ON THE YANGTZE RIVER.

The Yangtze being by far the most important river of China, and now open to trade for a distance of 2,000 miles, and penetrating the most densely populated and wealthiest sections of the Empire, the following new trade regulations, issued in May, 1898 (to take effect on approval of the foreign representatives at Peking), are published in full:

YANGTZE REGULATIONS.

Article 1. The revised regulations of trade on the Yangtze River (1862) having been amended and the substance of their provisions having been incorporated in the present Yangtze regulations, the said revised regulations of trade on the Yangtze River are hereby abrogated, together with the port and customs regulations thereon dependent.

Art. 2. The merchant vessels of the treaty powers are authorized to trade on the Yangtze River at the following treaty ports: Chinkiang, Nankin, Wuhu, Kiukiang, Hankau, Shasi, Ichang, and Chungking; and to land and ship goods in accordance with special regulations at the following nontreaty ports: Tatung and Ngan-King, in Ngan-hui; Hukow, in Kiangsi; Luchikow and Wusueh, in Hu-Kwang. Shipment or discharge of cargo at any other ports on the river is prohibited, and any violation of the prohibition will be dealt with in accordance with the treaty provisions applicable to clandestine trade along the coast; but passengers and their baggage may be landed and shipped at any of the regular passenger stations (at present consisting of Kiangyin and Iching, in Liang-Kiang; Hwangtsze Kang and Huang Chow, in Hu-Kwang). Passengers' baggage must not contain articles subject to duty, and the presence of dutiable articles will render the whole liable to confiscation.

Art. 3. Merchant vessels trading on the river are to be divided into three classes—

First class: Seagoing vessels trading for the voyage upriver beyond Chinkiang.

Second class: Steamers running regularly between any of the river ports or between Shanghai and any river port.

Third class: Lorchas, papichos, junks, etc.

These three classes of vessels will be dealt with according to treaty and the rules for the various ports.

Art. 4. *Seagoing vessels.*—Seagoing vessels trading no farther upriver than Chinkiang will be dealt with at Chinkiang in every respect like vessels trading at other coast ports, but seagoing vessels on a voyage farther upriver than Chinkiang become thereby vessels trading on the river of the first class, set forth in the preceding article. Such merchantmen, whether steamers or sailing vessels, must deposit their registers with the consul, or, if there is no consular representative, with the custom-houses at Shanghai, Woosung, or Chinkiang, which, on receipt of a consular application or on deposit of papers, will issue a certificate to the vessel, to be called a "special river pass," on which shall be entered the vesssel's name, flag, registered tonnage, general cargo, and armament. The vessel may then proceed upriver; and at whatever treaty ports she trades must report and clear, load and unload cargo, and pay dues and duties in the same manner as at other treaty ports along the coast. On return to the port that issued it—Chinkiang, Woosung, or Shanghai—the "special river pass" is to be surrendered to the customs, which, having ascertained that all dues and duties have been paid and all other conditions satisfied, will grant the clearance to enable the vessel to proceed to sea.

Art. 5. *River steamers.*—Any steamer intending to trade regularly on the river may deposit her register at the consulate at Shanghai, or, if without consular representative, at the custom-house, when the customs, on receipt of a consular application or on deposit of the register, will issue a certificate on which shall be entered the vessel's name, flag, registered tonnage, and armament, to be called a "river pass," that shall be valid during the current year. Such pass must be renewed every year, either at Shanghai, or at Hankow, or Ichang in the case of river steamers trading above those places and not returning to Shanghai.

River-pass steamers will report and clear, load and discharge, and pay dues and duties in accordance with the customs regulations of the port concerned. Their tonnage dues are to be paid at the ports which issue or renew the river pass (Shanghai, Honkow, or Ichang).

Infringement of river port regulations will be punished by the infliction of the penalties in force at the other treaty ports; for a second offense the river pass may be canceled and the steamer refused permission to trade thenceforward above Chinkiang.

Any steamer not provided with a river pass, if proceeding above Chinkiang, will come under the rule affecting seagoing vessels laid down in article 4, and will be treated accordingly.

Art. 6. *Cargo of river-pass steamers.*—The former regulations which made it obligatory to deposit coast-trade duties simultaneously with paying export duties having been abrogated, river-pass steamers will now pay duties in the same way as vessels at other treaty ports along the coast—that is, export duties at the port of departure before shipment of exports, and import or coast-trade duties at the port of discharge before release of imports; and similarly they will ship, transship, and discharge cargo after examination and issue of permit in the same way as vessels at treaty ports along the coast.

When tea is landed by a river-pass steamer, the consignee, instead of paying coast-trade duty, may deposit a bond for the amount. On proof of reshipment within a year the bond will be canceled. When reshipped tea is relanded at another port—e. g., reshipped at Hankow and relanded at Shanghai—a new bond will be required in lieu of coast-trade duty, to be canceled on reshipment, and so on.

Art. 7. *Small craft* (*lorchas, papichos, junks, etc.*):

(*a*) Lorchas, etc., owned by foreigners, if provided with registers and entitled to fly national flags, are required to take out a special river pass, either through the consulate or from the customs direct at Chinkiang if proceeding farther up the river. They will report, work cargo, and pay duties like other seagoing special river-pass vessels.

(*b*) Papichos, etc., owned by foreigners, but not provided with registers or entitled to fly national flags, are to take out customs registers at the port they belong to and report, work cargo, and pay duties in the same way as lorchas, etc.

(c) Chinese junks chartered by foreigners are available only for conveying foreign-owned cargo from treaty ports to treaty ports. They must take out special junk papers at the customs, to be obtained in exchange for bonds executed at and deposited with the customs, the condition of the bonds being that the cargoes are bona fide foreign property and will be landed and pay duty at a treaty port, the penalty being that if the cargoes fail to be so landed and pay duty, no chartered junk will thereafter be cleared for the foreigners in question. Such junks are to report, work cargo, and pay duties in the same way as lorchas and papichos.

ART. 8. *Cargo certificates.*—Special river-pass merchantmen, river-pass steamers, and lorchas, papichos, junks, etc., must apply to the customs at the port of departure for a cargo certificate (tsung tan), which, on the vessel's arrival at the port of destination, must be handed to the customs before permission to discharge can be given. The vessel will be responsible for the duties on all goods entered on the said cargo certificate, and not landed on permit at the port of discharge.

ART. 9. *Miscellaneous.*—Any trading vessel falling in with a revenue cruiser or customs boat on the Yangtze River is to produce her papers for inspection, if examination of them is required. Vessels unprovided with proper papers will be dealt with under the treaty articles penalizing clandestine trade along the coast. The customs may seal the hatches of any vessel trading on the Yangtze River, and may place a customs officer on board to accompany her on the trip, whether upstream or down. Special river-pass vessels of the first class are not required to anchor to exhibit their papers at the intermediate ports passed and not traded at.

ART. 10. *Yangtze customs and port regulations.*—The adoption and promulgation of new regulations for vessels trading on the Yangtze having rendered meaningless sundry customs and port regulations which guided procedure under the former system, and having necessitated the substitution of fresh regulations and different practice under the system now introduced, the ports concerned (Shanghai, Chinkiang, Nankin, Wuhu, Kiukiaug, Hankow, Shasi, Ichang, and Chunking) will proceed forthwith to arrange and publish new rules and regulations; and these are meant, on the one hand to facilitate trade, and on the other to protect revenue and prevent smuggling.

The above regulations are open to revision when and if necessary.

TRAVEL AND TRAFFIC IN CHINA.

[From report of United States consul-general.]

Outside of the foreign settlements, with their macadamized streets, there is scarcely a road in the whole Empire that deserves to be called a road. Exception must be made of a drive some 5 miles in length recently built by Chang Chitung, at Nankin, and a few miles of roadway built some years ago at Tientsin under the direction of Li Hung Chang, the beginning of a highway to Peking. The road through the pass from Nankeo to the Great Wall is also fairly well built and kept in tolerably good condition.

The ordinary road is a mere path, generally undefined by ditches or hedges, winding through the paddy fields or over the uplands, wherever the traveler can find the fewest obstacles to his progress. In the north, where carts are used, it is a common thing to see a new track cut right across a field of growing wheat, in spite of the efforts of the owner to prevent it. A few attempts have been made at various times in the past to construct good roads, such as those from Tungchow to Peking, Hanchung to Chingtu, and from Nankin to Fungyang, but for lack of proper repairs they were soon permitted to fall into ruin. The road from Nankin to Fungyang, 120 miles in length, was built by the founder of the Ming dynasty, who made Nankin his capital. It was a creditable piece of engineering. The roadway is some 25 feet wide, and in some places built up 12 to 15 feet above the surrounding country. There are remains in many places of ancient pavement, but this has almost wholly disappeared, and the road is simply a bank of earth which in rainy weather becomes altogether impassable. There are three splendid bridges on the road, built of stone, one of five, one of seven, and another of ten arches. Bridge building is regarded as a virture in China, and there are some fine specimens in all parts of the country. In the neighborhood of the cities in central China the roads are partially covered with a pavement about 5 feet wide, composed of old bricks set on edge, with sometimes a line of cut stone in the middle for wheelbarrow traffic. On the larger rivers, which Chinese engineering skill has not been equal to bridging, there are ferries on which men and animals, carts and barrows, are carried across for a few cash. For crossing the Yangtze at Nankin the fare is 35 cash (2 cents United States money) for each passenger, 100 cash (5 cents United States money) for a donkey, and 150 cash (8 cents United States money) for a horse. Considering the wages paid, these rates are exorbitant. In many places relief is hopeless, since the ferries are in the nature of monopolies protected by the local officials. In contrast with the rule is the establishment occasionally of a free ferry by charitably disposed persons who wish to store up a little merit against the day of settling in the world to come.

At present the least possible amount of money is spent in the making or repairing of roads. Sometimes improvements are made by private enterprise, but nothing of a substantial character is done. Where dikes are built along the banks of rivers or canals they become public thoroughfares, and as they must be kept in a fairly safe condition, they may be counted among the best roads in the country. Under such circumstances land travel is difficult, tedious, and disagreeable. In the transport of goods there is great economic waste. In bad weather there are long and vexatious delays. The roads in the north are cut up by cart wheels into deep ruts, which minister to the wrath and agony of the traveler and the destruction of any wares of a breakable character. Eight and ten horses may be seen at times tugging at a loaded cart which on a western highway would be drawn by a single team. In central or southern China, except in the treaty ports, the only wheeled vehicle seen is the wheelbarrow, which is used both for passengers and freight. In transporting freight the barrow men travel in companies and aid one another over difficult portions of the road. This is also a protection against robbers, who infest certain districts. A single barrow man will sometimes wheel 400 catties (533⅓ pounds). The ordinary load is 200 to 300 catties. For land travel the principal means of conveyance are the sedan chair, the mule litter, the cart (used only in the north), horses, mules, and donkeys. The most comfortable is the chair, but the use of this is denied to ordinary people in Peking and vicinity. The most expeditious is the horse. For transportation there are barrows, pack horses, mules, donkeys, and camels. Journeys are divided into stages of about 30 miles each, but the first stage on leaving a large city or the last on approaching it is always a short one, perhaps 15 or 20 miles. By forced marches a traveler can do much more than the ordinary stage, but he will find himself put to many inconveniences by being obliged to stop in small villages where no preparations are made for his entertainment. Even where such accommodations are found at the usual stopping places, they are of the rudest sort. The best are those found in the highway from Tientsin to Peking. A large courtyard, half filled with carts, is surrounded on the four sides with one-storied buildings of burned or unburned brick, covered with tiles or thatch. In these buildings are found the stables, kitchen, sleeping rooms, and on the side next the street a tea house or shop. The bed at night and the table by day is the kang or brick structure, which is heated by flues passing through it. The rooms are fairly clean, sometimes papered; the fare, pork or mutton, with vegetables, is savory, and the charges exorbitant, as compared with other parts of China, due, no doubt, to the great number of "globe trotters" who pass up and down and pay whatever the "Tientsin boy" may say. Through the central provinces the inns are much less comfortable, built usually of beaten earth and covered with thatch, the floor the native unsmoothed ground. You share your room with five or six other travelers, some of whom probably smoke opium until the small hours of the morning. The room may have a door, but often is without one. A small opening in the wall on one side is barred with a wooden lattice, which at one time was covered with paper, but this has been torn to shreds. A couple of trestles supporting four or five narrow boards form the bedstead, on which you spread your own bedding, to be thoroughly infested with fleas and other vermin before morning. A saucer with a spout contains a little oil, in which a bit of wick is placed, and forms the lamp. There is a rude table for your meals and a trestle for a seat. The waiter brushes the bones and leavings of your humble repast on the ground, where a hungry dog is waiting to gather them up. In the smaller villages your animals will be stabled in your bedroom, and the whole village will assemble to see you eat or go to bed.

Travel by boat is by far the most convenient and most comfortable method in this Empire. In the maritime provinces and the Yangtze Valley waterways are numerous. A number of steamship companies are running steamers regularly on the Yangtze as far as Ichang. Boats leave Shanghai and Hankow daily, except Sunday. There is steam communication between Shanghai and Soochow and between Shanghai and Hangchow, also through the canals connecting these cities. Elsewhere, as yet, steam is forbidden, and one must depend upon the native house boats, which are of various sizes, but can be made comfortable. One must be prepared to suffer long delays at times when the wind and tide are unfavorable. The cost of travel and transportation varies in different parts of the Empire.

In central China chair bearers will receive 360 cash (20 cents) a day apiece; in the southern provinces, twice as much. A donkey, with a boy, will cost 250 cash (14 cents) per diem without food, or 200 cash (11 cents) for one who furnishes food for the beast and his driver. A horse or mule will cost 300 to 400 cash (17 to 22 cents); a wheelbarrow for passenger and his luggage, 400 cash (22 cents). The barrow will not make over 18 to 20 miles in a day. Mule litters cost from 50 to 75 cents per diem, and carts from 50 to 80 cents. In the central provinces food and a place to sleep will cost 200 cash (11 cents) per diem. In the north it may cost 50 cents to $1 Mexican (25 to 50 cents).

Boat traveling is much cheaper. On the smaller boats each person will pay 120 cash (7 cents) for one day's journey, which is about 100 li, or 33⅓ miles. On the larger boats, where there is no competition with steamers, as on the Grand Canal, 185 cash (10 cents) a stage is asked, and where there is competition with steamers, this is cut down to 133 cash (8 cents). In addition one must pay wine money and incense money, the latter to propitiate the gods and secure good weather. Food on the boats is usually extra, and costs some 35 cash (2 cents) a meal for rice. The passenger tariff on the river steamers depends upon the amount of competition. At present native fares on the Yangtze are very low, about 50 cents for every 100 miles. This includes two meals a day. Foreign rates are $4.80 for 100 miles.

The cost of carrying goods varies with the means of transportation. A donkey will carry 100 to 150 catties (133⅓ to 200 pounds), and will cost 200 to 300 cash (11½ to 17 cents) for each day, with extras for food for the animal and his driver. One driver will take a number of animals. A horse or mule will carry 240 to 320 pounds, and will cost 350 to 500 cash (20 to 28 cents) a day. Camels will carry still more, but are used only in the north, where the cost is about 28 to 34 cents a day. A wheelbarrow will carry, as a rule, 180 to 300 catties (240 to 400 pounds), and will make about 16 miles a day, at a cost of 17 to 28 cents. Where carts are used, freight is about 25 cents per picul. The average cost by land is estimated at 290 cash (16 cents) for every picul—that is 133⅓ pounds carried 100 li (33⅓ miles).

Water freight is much cheaper. A boat capable of carrying 100 piculs may be hired at 1,000 cash (44 cents) a stage, or at 600 cash (34 cents) per diem. Larger boats, with a capacity of 300 piculs each, may be hired at 60 to 90 cents a day. The average cost by water will be about 7 cash for each picul for 100 li—wine and incense money extra. Freight rates on steamers are not so fixed, but vary from time to time. They are reasonably cheap. The principal trade routes are the following: From Tientsin by river to T'ungchow, thence by land to Peking, or by land the whole way from Tientsin to Peking (a railway is in process of construction between the two cities); from Peking through the Nankeo Pass to Kalgan, and thence to Kiakhta and Siberia. There is an old road from Peking northeast into Mongolia, one branch which leads to Shanghaikwan and thence to Kincheo, Mukden, and Kirin; but there is now a railroad from Tientsin direct to Shanghaikwan, and as there is an open port at Niuchwang, the trade of Mukden and Kirin, as well as of the Liaotung Peninsula, naturally passes in and out at this port.

From Peking there is a road to Paoting Fu and water communication from Tientsin to Paoting Fu. From Paoting Fu there is the great northern route to the west, which goes via Taiyuen Fu, the capital of Shansi, thence to Pucheo on the Yellow River, which is crossed by a ferry, and from this point to Singan Fu, the capital of Shansi, and from thence to Lancheo, the capital of Kansuh, and beyond to Urumtsi, or by another route to Yarkand and Kulga.

From Taiyuen Fu a branch road goes westward via Fungcheo and Yungningcheo to Ninghwa in Kansuh. From Lancheo another road goes to Chengtu in Szechuen. It is forty-eight days' journey from Peking to Lancheo, and fifty-eight thence to Chengtu. There is also an important road ftom Paoting Fu leading to the southwest via Shenteh Fu, and thence to Kaifung, the capital of Honan, whence various roads diverge, the most important perhaps being via Cheokiakeo to Hankow, whither we may go by land or partly by land and water. Another road leads to the west from Kaifung to Tung Kuan where it joins the main line to Singan Fu, mentioned above. Another road leads south by way of Fungyang Fu in Nganhwiu to P'ukeo in the Yangtze opposite Nankin. From Tientsin there is connection also with Shantung and the south. The much talked of Grand Canal is practically worthless in its northern portion, and is abandoned by all boats from Tsining to Lintsingcheo, except by the tribute rice boats, which at great expense are annually dragged through to furnish employment to those whose interest in the traffic the Government seems unwilling to disturb. It must be understood, however, that but a small part of the tribute rice now takes this course, most of it going by steamer to Tientsin. The Yellow River, though crossing all the northern provinces, is not utilized except for local traffic, although it is said by competent engineers that it can be made navigable as far as Kaifung Fu.

From Chefoo there are roads inland to Weihsien, Laicheo, Tsingcheo, and the capital of Shantung province, Tsinan Fu, where connection is made with other roads north and south.

The great artery of commerce is of course the Yangtze River, which is navigable for some 2,000 miles. Steamers ply between Shanghai and Ichang, about 800 miles. Above this point navigation is made somewhat difficult by a series of rapids, and the Chinese Government so far has successfully opposed the introduction of steam, although the difficulties are not insurmountable. Our American stern-wheel boats would be able easily to ascend the rapids. A boat of this sort was indeed built for this purpose, but permission to use it was not obtained. As there is now an open port at Chunking, it is not improbable that steam communication with Szechuen will soon be obtained. At present communication is kept up by native boats, which are dragged through the rapids by towlines pulled by men.

From Chinkiang, 156 miles from Shanghai, communication is had north and south by the Grand Canal, which is available for large junks from Hangchow to Tsingkiangpu, whence connection is made by the Hwai River with northern Nganhwui and Cheokiakeo, the great distributing center of Honan. This is the most natural route to these districts, but owing to the heavy likin charges the greater part of the traffic goes via Hankow or across from Nankin overland. In fact, much traffic is diverted from all the main channels by likin charges, and a great deal of distribution is done by bypaths. An extension of the canal supplies good navigation to Tsining in Shantung, and rice boats, as said before, are taken clear through to Peking. A perfect network of waterways, partly natural and partly artificial, in Kiangsu is connected with the Grand Canal and the Yangtze, and furnishes cheap and comfortable communication with all parts of that province.

From Nankin a caravan route, mentioned above, extends from Pukeo on the north side of the river to Fungyang Fu, 120 miles, with connection beyond to the north and northwest, connecting with the Hwai River route and farther on with the great northern road to the western provinces.

From Wuhu there are waterways inland both north and south. From Kiukiang via the Poyang Lake there is good water communication with Nanchang Fu, the capital of Kiangsi, and thence overland by the Meiling Pass to Nanhiung Cheo in Kwantung, from which there is water communication by the eastern branch of the North River. Before the development of steamship traffic by the opening of the treaty ports trade between the central provinces and Canton all went by this route. From Kiukiang northward there is a highway to Lucheo, where connection is had with Nganking on one side and northern Nganhwui on the other.

Connection between the Yangtze Valley and the south is also had via the Siang River to Ningyuen Hsien, and thence overland by two routes, one into Kwangsi and the other to Lincheo in Kwantung and by the North River to Canton.

Through the Tungting Lake, by the Chang River, communication is made with the provinces of Kweichou and Yunnan.

The most important center on the Yangtze doubtless is Hankow, whence there is an overland route northeast into Honan and thence to Peking, and a water route via the Han and Tang rivers to the same region.

A very important trade route is from Kankaw by the Han River to Laohokeo and thence by boat to Kingtsih kuan, and from there by mule over the mountains to Singan Fu, where connection is made with the roads mentioned above. The principal trade route into Szchuen is naturally by the Yangtze, but from Chingtu there are roads branching in various directions. One, called the Great South road, leads to Yachou, two days beyond which place, at Tsingli Hsien, it divides, one branch going west to Tatsienlu, Litang, and on via Batang to Lhasa, the capital of Thibet, 1,500 miles from Chingtu, the second branch connected with Yunnan by the valley of the Kienkiang.

The Great East road connects Chengtu with Chunking, 340 miles. The Great North road leads to Singan and thence to Peking. The West road furnishes communication with Sungpwan and Kokonor.

From Chunking there is connection by water with Lucheo Fu, whence there is an important overland route to the capital of Yunnan. At Lucheo it is joined by a road from Chungtu. A more popular route to the northeast from Yunnan Fu is by Kweiyang, the capital of Kweichow, through Chengyuan, on the river Chang down, through Hunan to the Yangtze, a route referred to above.

From Yunnan Fu the chief trade route is overland via Mengtsze to Manhao and thence by boat to Laokai, and from that point down the Red River to Haiphong, in French Tonkin. It is twenty-one days by this route from Yunnan Fu to Haiphong. This is the most natural route from the south into Szechuen.

The old tribute road from Burma to Peking passes through Yunnan Fu, coming from Bhamo by way of Tengyueh and Tali Fu. It is about 350 miles from Yunnan Fu to Tengyueh and seven days from the latter place to Bhamo. This route has been proposed for trade with British Burma, but is regarded as an impossible one by some of those who have been over it, owing to the natural difficulties. It crosses nine distinct mountain ranges by lofty passes accessible only by very steep paths. Engineers have nevertheless indicated a practicable route for a railway in this direction. A better route is said to exist by the Irriwaddy, from whose headwaters there is easy connection with the highway from Lhassa to Chingtu.

From Mengtsze there is another route of importance, which connects with Canton by way of the West River. It is 350 miles from Mengtsze to Poknay, the head of navigation on the left branch of the West River, whence a boat journey of a month or more will bring one to Canton. From Poknay there is connection also with Kweichow. By leaving the West River below Nanning Fu at Nanhsiang, a land journey of three days and a water journey of seven more will bring one to Pakhoi. The West River seems the most easy and practicable route to this region, but here, as elsewhere, undue exactions in the way of likin dues have diverted the bulk of the trade into other and more difficult routes. From Wucheo, on the West River, there are land routes to Kweilin and Nanning, and from Nanning to Peiseh and Lungcheo, whence there is connection overland through Tonkin to Haiphong. The foreign goods for Lungcheo, Nanning, and Peiseh come mostly from Pakhoi instead of the natural route via West River from Canton.

From Pakhoi to Nanning, by the usual trade route, is 262 miles, all but 53 miles of which may be made by water. From Nanning to Peiseh is 283 miles by water, and thence one can go directly to Yunnan Fu, which is 600 miles by land. The French have secured a concession for the construction of a railway from Lungcheo to Chengnankwan, where it will connect with the Tonkin system of railways. This will give the French port some advantage over Pakhoi.

THE "MIDDLEMEN" OF CHINA.

[From British Board of Trade Review.]

Manufacturers sending goods to China should be represented there by intelligent, respectable, and competent agents.

These agents should be capable, and authorized to discuss industrial questions and to avail themselves of the best markets.

The Belgian consul at Shanghai says also that the indispensable intermediary (or, as they are called in England, "middlemen") between the European and Chinese traders is the "compradore," whose name is derived from the Spanish comprador—i. e., buyer.

The earliest foreigners who came to settle in China for the purposes of trade carried on business on the principal of exchange only, receiving merchandise in return for that which they brought with them, and the interior of China being closed to foreigners, they were obliged to have recourse to intermediaries to procure what they required.

This method has been adhered to, and attained its greatest importance at the time of the "merchant princes," whose profits were so enormous that the heads of foreign firms did not condescend to occupy themselves with their business, but left the conduct of their affairs to their "compradores."

The desire of the Chinese to obtain large profits and the carelessness evinced in the direction of affairs on the part of the Europeans combined to bring about the inevitable state of affairs, viz, that a large portion of the profits were pocketed by the "compradores."

Not only the purchases, but the sales also, were intrusted to them, and as an explanation of such a state of affairs it was urged that the Chinese language is difficult, that the Chinese pay with bills at long dates on banks in the interior of China, and that consequently a man of business was required conversant with the commercial customs of the country; but the true reason was that notwithstanding the personal pickings of the "compradores" the profits were so large that they only went into business affairs when they had the time.

The result was, as stated, that the "compradores" amassed wealth and gained the important position which is theirs to-day.

At the present time the method of conducting business has completely changed. The merchant princes have disappeared from the scene, leaving only the memory of a time of profits and extravagance.

Telegraphic communications and the opening up of rapid and easy routes by steam, especially by means of the Suez Canal, have introduced a new generation in the Chinese markets with small capital, and sometimes none at all, but with a love of work and a spirit of economy.

An enormous competition has been created among these newcomers—all workers—a keen, constant struggle, in which the old, wealthy firms have succumbed.

The rôle of the "compradore" has thus been modified. He continues, as before, to hold all the business in his hands, both in the buying and selling markets, but to these professions he has added an important one—that of money lender.

Under such conditions and considering the mercantile spirit of the Chinaman, it may be concluded that the firm who employs the "compradore" serves for him simply as a means of speculation. It may be asked why this costly and ruinous middleman is not suppressed; and it may be answered, because it is impossible, and because a firm that had no "compradore" would do no business. These middlemen have been incorporated for a long time; their corporation is the richest and most important in all China, and any merchant wishing to do business with a foreign firm must deal first with the "compradores."

If a trader tries to trade direct he is annoyed in so many ways that he hastens to return to what are called "old customs," and China, it should be remembered, is an essentially conservative country, where an established custom has the force of law.

The consul adds: "It may be seen, therefore, that the guild of 'compradores' is a commercial institution in China, and that it is useless to think of suppressing it or diminishing its importance."

THE COTTON INDUSTRY OF THE FAR EAST.

[From Indian and Eastern Engineer.]

Probably of all the industrial developments which are taking place in Japan and China the one which is likely to have the most direct results on the manufactures of India and of Britain is that connected with the cotton industry. In order to understand the nature of the evolution which has been going on in Japan for some years past, it must be remembered that spinning and weaving were the most important native industries. The returns for 1895 show that there were over one million weavers. Women spend all their spare time in spinning or weaving, and it is no exaggeration to say that in nearly every house in rural Japan the spinning wheel and loom were kept going from morning till night. The introduction of steam and water power is having the same effect in Japan as it had in Britain and India, and the domestic industries are being crushed out before the increasing factories, which, however, find a large supply of workers who are very deft in the manipulation of cotton, and who soon become skilled workers of machines.

The first cotton-spinning and cotton-weaving factory in Japan in which steam power was employed was that started at Kagoshima in 1865–67 by Prince Shimadzu, who was then daimio of the province. The machinery, which was imported from England, consisted of 6,000 spindles, and the object was to give employment to the retainers of the clan. Some years later another factory was opened by Prince Shimadzu in Sakai, Izuni Province. About 1880 a great impetus was given to the erection of cotton factories, and for some years past the progress has been very rapid, with the result that homespun yarn is now almost unknown in the Japanese market at the present time. Not only is the home demand met to a considerable extent, but in certain departments the Japanese factories now compete with the goods imported into the far East from Europe and America.

The hope is expressed in Japan that cotton yarn will become one of its most important products in the markets of the East in the future. Not long ago, at a meeting of the Oriental Society of Tokyo, the vice-minister of agriculture of Japan, after giving statistics showing recent progress, expressed the opinion that in the near future Japan would be able to wrest the bulk of the yarn trade of China from India and England, and sufficient progress has already been made to justify the position of affairs in Japan being carefully studied by British and Indian manufacturers.

It is still too early to say much regarding the position and prospects of the cotton industry in China, but as three of the foreign-owned cotton mills in Shanghai, which commenced working in 1897, have recently published their first reports and balance sheets, it will be interesting to note a few points in them. The average cost of a 40,000-spindle mill may be set down at about a million and a quarter taels (say £160,000). None of the establishments whose reports have been published have yet attained their maximum capacity, the best result shown being 34,000 spindles working night and day for eleven weeks; but, notwithstanding this fact, dividends varying between 3½ and 7 per cent have been declared. Moreover, this result has been attained with labor that is practically unskilled, very few trained hands being obtainable at the outset. Three women are required to do the work at a frame which in England would be superintended by one operative; but as the managers report that the quality of labor is steadily improving, and the supply thereof is unlimited, this factor is likely to disappear in time. Under present conditions, if we take the total wages of three women per day of eleven hours at 90 cents (about 1s. 9d.), and allow the output per frame to be 25 per cent less than that obtained in Lancashire, the conditions of manufacture are still considerably in favor of the local mills. The yarn produced by the Shanghai mills is found to be superior both in color and in quality to that of Bombay and of Osaka, selling at 3 to 5 taels higher than either of these per bale of 400 pounds. The present price of local yarn varies between 70 and 78 taels per bale, according to count.

It is quite evident, however, that the foreign capitalist is not going to have it all his own way, as the Chinese are now eagerly investing their money in cotton mills. When discussing the prospects of Japan-made cotton yarn capturing the China market, Mr. Brenan, His Majesty's consul at Canton, arrives at the conclusion that it is more probable that, while Osaka and Bombay are competing for the prize, the Chinese operative will arise and seize it for himself. Whatever may be thought of the future action of the Chinese operative, it is quite evident that the Chinese capitalist is awakening to the importance of industrial undertakings as means of making money. A month or two ago the North China Herald published a list of the cotton-spinning mills in central China, which were chiefly owned by Chinese, and it showed that 378,052 spindles were running and 525,252 projected in these establishments, which, considering the short time since they were started, is very considerable progress.

It is still too early to say much regarding the effects of the development of the cotton industry in the Far East—so much depends on the economic and industrial conditions; and as these are changing very rapidly, opinions on the subject are likely to vary according to the point of view from which it is looked at. Meantime all that can be done is to observe carefully the conditions which are being evolved in the Far East, and gradually it will be possible to form conclusions as to the effects which they are likely to have on British manufacturing industry.

POSTAL MONEY-ORDER SYSTEM IN CHINA.

[Official order issued in November, 1897.]

It is hereby notified that, in order to facilitate the transmission of small sums of money between the various treaty ports of China, the imperial postal administration has decided to place on trial a system of money remittances under the following rules:

1. Persons wishing to make a remittance to or from any place where functions an imperial post-office must apply at the imperial post-office and pay in clean dollars or their equivalent the exact sum they wish to remit, plus a fee calculated at the rate of 2 cents per dollar or fraction of a dollar. In exchange they will receive a remittance certificate, sealed, signed, and dated by the postmaster, which they can forward in a letter to the person for whom the money is intended.
2. On the remittance certificate issued by the postmaster there appears on the left side one or more unobliterated postage stamps representing the value of the remittance, and on the right side one or more obliterated postage stamps representing the value of the fee. The certificate itself is a mere statement that the stamps affixed on it were purchased at the issuing post-office on the date of issue and are to be redeemed at face value at the post-office addressed. Stamps purchased elsewhere or at other times can not be accepted for money remittances.
3. Each remittance is limited to $10. Any sum between 1 cent and $10 may be remitted. There is no limit to the number of remittances issuable to the same applicant.
4. Remittance certificates are documents payable at sight and to bearer. It therefore behooves the parties interested to take care that their certificates do not go astray. The imperial administration will not in any case be responsible for certificates after they have left the issuing postmaster's hands, nor will certificates be taken back or cashed, except at the offices named in the documents.
5. Remittance certificates can be forwarded in ordinary letters; but in case of loss or miscarriage no inquiries whatever will be made unless the covers have been duly registered. The registration rules do not provide indemnities for registered articles lost through causes arising from force majeure, such as shipwreck, highway robbery, etc., but they do provide for articles lost through the fault of the post-office.
6. Remittance certificates must be presented for payment within six months from the date of issue. If any erasure or alteration appears on the face of a certificate, or if it or the postage stamps on it be cut, soiled, changed, or otherwise tampered with, payment may, at the discretion of the postmaster, be refused.
7. Remittance certificates are issued or cashed only on the days and during the hours the post-office is open for the registration of mail matter.
8. These rules are provisional and subject to revision. It is also within the discretion of the imperial postal administration to suspend their action at any time, with or without previous notice.

By order of the inspector-general.

CHINA'S CURRENCIES.

[Consul-General Jernigan in "A History of Banking in all Nations," edited and published by the New York Journal of Commerce and Commercial Bulletin, 1896.]

Sometime ago I attended a session of the mixed court at Shanghai, China, and observing that the Chinese judge was asking questions of and receiving answers from the witness through an interpreter of his own nationality, I inquired if such was the usual form of conducting examinations in the courts of China. I was somewhat surprised to receive the answer that the witness resided in another province, and that the presiding judge was not familiar with the dialect of the province; and thus it is with the currency of China, the variations and peculiarities of which are as numerous as the dialects spoken in the different provinces. The difficulty, therefore, of writing logically of the currency of China will readily occur to the reader, and if the subject can be made intelligible by a general review more should not at present be expected.

"CASH" MONEY.

The coin which is more national in character than any other in use by the Chinese is called cash. It is thin and circular, rather more than an inch in diameter, with a square hole in the middle for the convenience of stringing, and should consist of equal parts of copper and zinc, and each piece should weigh 58 grains troy; but their only national coin has been so debased and reduced in size within the last fifty years that most of it now in circulation will not weigh more than 30 grains. The cash well illustrates the size of commercial transactions among Chinese, as its fluctuating value in the provinces shows the unreliability as to the value of all transactions. About 1,000 cash should be required in exchange for a dollar, but in some provinces as many as 1,800 are required, and often in the same province the value is so uncertain that it is not known one day what the purchasing power of a cash will be another;

and to add to such apparent business perplexity debasement has been so energetically and skillfully practiced as to invest the genuineness of the coin with so great suspicion that purchasers in the markets have to supply themselves with genuine and debased cash to facilitate purchases, as there are articles which the genuine cash only will buy, and others which are sold for the debased.

The antiquity of the use of cash is established by authentic proof. Chinese writers discuss, with every assurance of accuracy, events happening several thousand years ago, and, while in no country in the world does age receive greater reverence than in China, there is a national sentiment which places so little value on the importance of time as an element of consideration in the affairs of life that native historians may not always have fully appreciated the studious research demanded by modern scholars as a first qualification to write authentically of remote events. From the collections of numismatics there appears to have been in existence as early as B. C. 524 a Chinese coin with a square hole in the middle similar to that seen in the cash now in daily use, while another account credits the origination of round cash to a chief minister of the Han dynasty in the twelfth century before our era. But however the issue may be decided as to the precise time when cash was first used as coin, the date is sufficiently remote to prove that copper has existed as a purchasing power, and that it has maintained such in more or less degrees for centuries in China.

This small copper coin, the tenth part in value of a cent, is the chief aim of acquisition by the Chinese laborer, for it supplies his wants and satisfies his aspirations. The use of such small denominational currency indicates wants which, to the laborers of the Occident, must appear easy to satisfy; but the returns of labor in the Orient demand the industry of a day as in the other parts of the world, and the Chinese laborer must bestir himself from early dawn until evening to win the requisite number of cash to supply his necessities. Amid changing dynasties this coin has remained unchanged in the performance of its monetary functions, and the merchants of China trade on as small margins to-day as they did at the date of the earliest records of commercial transactions in China.

PAPER CURRENCY.

The introduction of paper currency into China appears to have been due to the use of seals, and is very closely connected with the history of printing. When it became the custom of certain Chinese officials to give a money value to certain articles by impressing their seals upon them, the idea of paper money was naturally suggested. Seals were borrowed from Western Asia, and the Chinese having made them and cut upon them their own writing, they were used in giving validity to official documents as well as a manifest proof of their genuineness. Their use was extended by subsequent legislation by giving one to every officer, and the grade of the official was indicated by the metal from which the seal was made, those made of silver being given to officers of the first and second rank, and the copper seals of the Taotais being a continuation of the old rule, which has come down from B. C. 221. The seal may also be accepted as marking the visible sign of the change from feudalism to centralization. The official who carried it admitted his representative capacity and acknowledged the imperial head of the State from whom he received it.

The most reliable date of the introduction of paper into China is stated to be about A. D. 200, but seven centuries passed before books were printed, and as many as eight before paper currency was systematically adopted by the Chinse Government. The long interval between the introduction of paper and the adoption of a paper currency is attributed to the habit of the workmen of first cutting into the material of the seal instead of cutting the inscription in relief; but when the thought occurred that relief cutting would leave a white ground with a red or black inscription the invention of blank forms and the printing of books followed.

"FLYING MONEY."

A. D. 806 is the most reliable date of the first appearance of paper currency, and it was then that bills of exchange were called "flying money." By an imperial ordinance, then first made, merchants in the capital could receive Government bills in return for copper money, and at any of the provincial capitals the provincial treasurer could pay the amount stated upon the bill. This system of banking was a facility offered to merchants by the Government, and was again in operation about the year A. D. 960, a bureau being instituted at the capital for the transaction of the business. And A. D. 1023, when copper became so scarce in the province of Szechuen that an attempt was made by the Government to relieve the wants of the situation by the introduction of iron cash coinage, the failure was so seriously felt that paper notes were again put in circulation at Chengtu, it being stipulated that such notes were to be returned every three years, an idea which originated with the wealthy merchants, and, being accepted by the Government, the merchants were left to conduct the business. When the Golden Tartars conquered north China in A. D. 1150, they adopted a paper currency, because of the scarcity of copper, and during the succeeding century of their reign, as during the century following of Mongol domination, the most strenuous efforts were made to maintain a paper medium.

The following details of the progress of paper money are given by Martin, in his history of China: In the year B. C. 119 paper money was used by the Chinese. Sometimes a nominal currency was issued on pieces of skin a foot square, or on pasteboard. In the Tang dynasty, A. D. 807, the currency was more regular, and copper only used for coining. Contributions were obliged to be made to the treasury, for which "the Sian," voluntary money, was issued. A. D. 960 notes were issued for merchandise deposited in the public treasuries, like pawnbrokers' duplicates. They were called "Pien Ch'ien," or accommodation money, were everywhere negotiable, made on paper a foot square, with their current value stamped on them, and had an official seal. Subsequently a system of checks was issued to replace the heavy iron coinage used. About the tenth century a better system of banking was introduced; bills of exchange were issued, payable every three years. About the twelfth century the public creditors were paid by the issue of notes or contracts in nominal value, ranging from 200 to 1,000 cash. The extent to which these were issued toward the close of the century is stated to have been 28,000,000 ounces of silver. Different provinces also issued their own paper, and a great monetary confusion arose.

PAPER MONEY IN THE THIRTEENTH CENTURY.

Marco Polo, the Venetian traveler who resided in China for upward of twenty years, about the year A. D. 1256, thus describes the mode in which paper money was then made and issued by the Emperor, or Grand Khan, in the city of Peking. The bark is stripped from a tree (the mulberry), on the leaves of which the silkworm feeds. It is first well soaked in water, then pounded in a mortar into a pulpy consistency, and then made into paper of a dark color, which is cut into oblongs of different sizes and values. These notes are signed by special officers and stamped with the Emperor's seal, which attaches value to it. The penalty for forgery is death. This money is circulated throughout the Empire, and any article can be procured by those who have this money. When these notes are damaged from use, they are exchanged at the mint for new ones at the charge of 3 per cent; the holders could obtain gold or silver for them any time by applying at the mint, provided the metal was intended to be manufactured into ornaments, drinking cups, etc. The armies of the Emperor were paid with this currency. One of the Government notes extant during the Ming dynasty has the following on one-half of it: "At the petition of the treasury board, it is ordained that paper money thus marked with the imperial seal of the Ming shall have currency and be used in all respects as if it were copper money; whosoever disobeys will have his head cut off."

ABOLITION OF PAPER FOR SILVER.

When the Mongols were driven from power, says Klaproth, they had ruined China by their paper money; and notwithstanding the effort of the Ming dynasty to revive paper currency by recalling the old and issuing new notes for 100 to 1,000 cash and trying to keep up their value by forbidding traffic in gold or silver, the value of the notes declined in 1448 to 3 cash of copper to 1,000 cash paper. And in A. D. 1455, although the Government decreed the taxes to be paid in paper money, forbidding the use of metal money, the nominal Government currency gradually declined and was finally abandoned, as the products of the Mexican and Peruvian silver mines flowed into the ports of southern China through the agency of foreign trade. Notes were finally abolished about A. D. 1620, the conquest of silver over paper having occupied about a century. But silver had been used in China as money long before the introduction of American silver, though the importation of American silver was found the unfailing stream through which the ruling currency of China was kept in circulation; and the discovery of the silver mines in America is the cause of the dominance of silver in

China as the currency in all large transactions. Eighty years after the discovery of America, and sixty-one years after the Pacific Ocean was first seen by Balboa from the mountain tops of Nicaragua, the import of silver had been so large that 7 or 8 ounces had the value of 1 ounce of gold.

In a work by Wang-lin, published in 1831, the point is made that silver was not employed as money before the Tang dynasty, A. D. 618, and that it was then introduced. In another work, called Si-chien, by Ku-Yen-Wu, who died two centuries ago, it is stated that before the Tang dynasty copper cash was the medium of exchange between the Government and people, and silver had never come into use; but other authorities maintain that at that time silver was already introduced in south China, meaning by that term Canton and Kuangsi.

THE THREE BELTS OF CIRCULATION.

The exposition of Chinese history by Ku-Yen-Wu shows that there were, in regard to money circulation, three belts of country; that in the extreme south gold and silver were in use, Canton being the center of trade; in middle China, all along the Yangtze into Szechuen, copper cash were used everywhere as the medium of exchange—the first and second belt being ruled from Nankin as the center; and in the north, which was under Tartar administration, copper coin and grain were employed as a double medium of exchange. From this account of the circulation of silver it appears that it began to be a currency in south China first, and at a time when China sent her prefects regularly to rule in Cochin-Chinese and Cambodian cities; and the silver, which circulated by weight in Canton in A. D. 500, would be partly Burmese, as it was then abundantly produced in Burma, and partly what Arabian merchants and others brought from distant ports; for Arabian merchants probably shared the commerce of the southern provinces of China, as there are many proofs of the activity of Arab merchants from the Han dynasty downward. So much for remote history.

CURRENCY OF THE PRESENT.

But the date of the introduction of silver into China and the capacity of the silver mines of China are not of so much practical interest to the business man as a knowledge of the silver currency now in use. It is doubtful if the traveler or merchant can now visit any province of China where he will not find in circulation the Mexican dollar, which seems to supply a great desideratum of the Chinese merchant, and passes current throughout the Empire. The tael is the money of account and the base of all monetary transactions in China. It is supposed to be a certain weight of silver, called sycee silver, and in shape resembles the shoe of a Chinese woman. The tael is not issued by the Government; it is in no way vouched for or guaranteed by any legal authority, and yet it is the standard of value in all money transactions, while in appearance only a rough ingot of silver, with variable weight and fineness, and having no fixed standard. To add to the confusion of such a money—circulated without authority, stamped by no government, varying in weight in different parts of China—not only is there a difference in the value, but often more than one kind of tael is used at the same port. It would be perplexing to attempt any minute account of all these current taels, and as Shanghai is the largest treaty port in China it would probably be more intelligent to give a general explanation of the tael currency as it is found in Shanghai, an interesting paper on which has been written by James K. Morrison.

There is at Shanghai what is called a Shanghai tael weight and a Shanghai tael currency, the latter having no existence as a coin and yet being the money of account, and, as stated, being "only a certain weight of silver, called sycee silver, of a variable fineness within certain limits, but adjusted by the addition of a premium or betterness to a fancied standard, and the product dealt with or worked out in an arbitrary manner ruled by custom. The standard is called fancied, because it can not be found to be clearly laid down by the Chinese what the standard of fineness is on which they work."

SYCEE SILVER.

A word as to what is meant by sycee silver may be of intelligent interest. The word sycee is called by the Chinese "wan yin," meaning pure silver; and sycee, as used in Shanghai, is cast into ingots, or shoes, weighing about 50 Shanghai or Chauping taels weight. In some parts of China ingots of lesser weight may be seen, but this is seldom. In making sycee, which is usually done at Shanghai by melting down silver bars imported from Europe and America, the melters impress on each shoe their "chop," or name, and one or two characters giving reference to the record of the date of casting, the weight, and premium. When the "shoes" are cast they are inspected by an official called the "kung koo," not appointed by the Government, but selected by the Chinese bankers and money changers, and paid a small fee of so many cash on each shoe he inspects; and when satisfied, the kung koo writes on each shoe in black ink in large Chinese characters its weight and the premium it bears, and then the shoes of sycee are ready for circulation. In order to guard more effectively against fraud, not only are the melter and inspector individually responsible, but deadly penalties are enforced against their heirs for all time. Mr. Morrison gives an example of the method used for arriving at the value of the sycee in Shanghai currency as follows:

1. The weight of the sycee is taken in Chauping taels.
2. To this is added the premium or betterness that the sycee bears, and which is marked by the kung koo on each shoe.
3. The combined sum of weight and premium is then divided by 0.98, and the result is taels Shanghai currency.

The calculation in figures is given as follows:

Say 60 shoes of sycee weigh Chauping taels	2,992.57
Premium averaging 2.707 taels per shoe, or 5.43 per cent	162.42
Divide by 0.98	3,154.99
Gives in Shanghai taels currency	3,129.38

The premium represents the fineness of sycee, and ranges from 4 to 6 per cent, or from 2 to 3 taels on each shoe of about 50 taels' weight. Different reasons are given for the 2 per cent mentioned under No. 3, or the dividing by 0.98. One is that it is an old custom; another, that it represents the kung koo's fees and melter's profits, while a third is that it did not originally exist, but is the arbitrary act of an impecunious viceroy, who desired to fill his exhausted treasury. However, the 2 per cent in no way affects the value of the Shanghai currency.

THE STANDARD OF SYCEE.

The necessity of having a standard of fineness, as well as a working standard, is apparent, particularly as the premium added to the weight of the silver varies, and yet it is difficult to ascertain from the Chinese, with their characteristic disregard for accuracy in such matters, what the standard of sycee is. Some place the standard of sycee at 6 per cent under 1,000 (pure silver); others say it is 998, and still others fix the standard at 916.66. The shipment of sycee to the Indian mints, extending over a long term of years, has made it possible to ascertain with reasonable accuracy the proportion of pure silver in 1,000 taels of Shanghai sycee. While particular shipments varied as much as from one-half of 1 per cent below to one-half of 1 per cent above the usual standard, it was found that 916.66 Chauping taels' weight of pure silver was the average output of 1,000 taels of Shanghai currency. This (916.66) is the standard accepted by foreign bankers in China for the Shanghai tael currency; that is, if the Shanghai tael existed as a coin it would contain 916.66 parts of pure silver in 1,000 parts. There is a difficulty, however, in accepting 916.66 as the standard on which the Chinese work their system of premiums. It is necessary to eliminate the 2 per cent "custom," which makes the working standard on which the Chinese calculate the premium to be 935.37. Working on this standard, and assuming the highest premium sycee can bear to be 6 per cent, we arrive at a maximum fineness for Shanghai sycee of 991.50. This is nearly 1 per cent short of being pure silver, but it is above the average fineness of sycee as now met with. To bring it up to pure-silver (1,000) touch it will require a premium of about 6.91 per cent on the standard named. The original standard of sycee, which must have been founded on the difference between a standard and pure silver, was probably 943.396. Although this standard is much higher than the present working standard, it is believed to be the one on which the currency system of Shanghai was originally founded.

Assuming that this is substantially correct, it shows that "sycee, like everything else connected with coinage in China, has deteriorated very considerably." If the 2 per cent referred to above did not originally exist, but was brought into force when the standard was 943.396, it would reduce the value of the tael to 924.528; or it is not at all improbable that "various squeezes" gradually brought the standard down to 935.374, and, finally, the 2 per cent reduction was made, further reducing the intrinsic worth of the currency tael to 916.66, as it is at present, but leaving the system of premium to be calculated on the previous quality of 935.374. However this may be the present Shanghai currency tael contains 916.666 parts of pure silver in 1,000 parts; or, in other words, 1,000 taels of Shanghai sycee ought to contain on an average 916.666 Chauping taels of pure silver. The assays in India practically confirm this standard. The actual weight of sycee required to equal a Shanghai tael varies according to the premium the sycee bears; but actual weighing and experience fix the ratio at 930 Chauping taels to 1,000 taels Shanghai currency. If a Shanghai tael coin were to be issued, based exactly on the present teal currency, it would weigh 565.697 grains troy, of which 916.666 parts would be pure silver and 83.334 parts alloy.

THE STATUS OF GOLD IN CHINA.

From the earliest dawn of civilization gold has retained its preeminence among the precious metals. A Chinese author of the second century writes that gold early attracted attention because of its weight and beauty, and gives the following reasons why it has retained superior value and been held in higher esteem than other metals: It does not tarnish with time; it does not become lighter when melted, even if it goes into the crucible a hundred times, and it yields without manipulation to the artificer. Writing on the subject a century later Pliny substantially affirms this account of the superior estimate placed upon gold, and says that the superiority of gold is in its losing no weight when in the melting pot or in a funeral pyre on the occasion of a cremation; even when drawn into wire the hands are not soiled by it, as in the case when silver, copper, or lead is handled. It is also capable of being spread out into a thinner leaf than any other metal, and is divisible into a greater number of parts, and there is no other metal which can vie with gold in the facility with which it can be spun and woven like wool, so as to take the place among materials which compose textile fabrics. It is related that some of the Roman kings wore golden tunics when they triumphed, and Pliny records that he saw at a naval sham fight at which the Emperor Claudius was present, the Empress Agrippina seated beside him, who wore a robe woven entirely of gold thread.

From the ancient records it can be learned that gold was abundant in Europe and Asia at the earliest date of authentic history. In Europe it was found in the Tagus, the Po, the Hebrus, and in Thrace, during the time of the Roman Empire; while in Asia it was found in the Pactolus, in Asia Minor. The Ganges was famed for its gold. The Persian monarchy was enabled to use gold for coin because of the quantities brought from the Ural and Altai mountains and the rivers which flowed from them; and in Spain mountains otherwise unproductive were found to produce gold. In China the chief places mentioned as producing this metal are Yunnan and Szechaun, Kiangsi, Canton, Kuangsi, and Fukien.

The Chinese collect gold in the sands of rivers, melt rocky masses, persevering until they separate the metal from its stony envelope. Formerly the Chinese treated the ore in a furnace, but there is no account, until recently, of their using powder to break up rocks, for which both dynamite and powder are now used. The gold mines of China, however, have never been worked according to any system now recognized as effective. The gold which has been extracted has been hoarded or sold to goldsmiths, and its use in buying and selling has been in the form of uncoined metal, sold by weight, its important stability of value having caused it to be everywhere acceptable in payment for commodities.

Translations from the Peking Gazette show that the rich families of Peking are parting with their hoards of gold because of the large price it commands in silver; and as the property holders of China count their treasures in taels of silver, the satisfaction of seeing their wealth apparently increased so rapidly is a temptation they find it difficult to resist. It is related that in Chinese life it is quite common for rich families to become poor, and that in such cases gold ornaments will be exchanged for silver, thus proving that the ambition to count wealth by numbers without a proper regard for real value has added to the quantity of gold in the markets of China and increased the amount exported to foreign countries.

As China is a silver-using country, and as there has been no rise in the average prices of native commodities simultaneously with the fall in the value of silver, these facts have naturally stimulated the desire of the Chinese to exchange their gold for silver, thus doubling the purchasing power of their means in the markets of their country. The demands of the gold-using countries have also been felt in the money markets of China, opening wider the door for the exportation of gold, infusing life and activity into the markets, and adding to the advantages in exchange in favor of the resident Chinaman who owned gold and who lived on the native products of China. With such forces at work in business, the purchasing power of gold continued to appreciate, and although the value of silver as compared with gold depreciated, yet, as stated, the purchasing power of silver remained virtually unchanged. In 1866 the price of gold bars of a fixed weight and fineness was 164.50 taels per bar; on July 3, 1894, the price was 341.50 taels per bar, or an advance in taels of 177, or 107 per cent. In July, 1894, a bar of gold would buy 341.50 taels of silver, against 164.50 taels in 1866; and, as 100 taels of silver will buy as much now as then in the way of commodities, it follows that a gold bar will buy 107 per cent more of commodities. From the above facts, which have been compiled from a trustworthy source, it is clear that legislation with reference to gold and silver has apparently brought no disadvantage to the laborer in the silver-using country; but this conclusion, in order to be sound, must be supported by another fact, that the wages of labor have proportionately increased in the silver-using countries, which is not the case with China. The Chinaman who has $100 in gold may buy 200 Mexican dollars; but the Chinaman who has no gold and must work to secure enough silver to purchase the necessities of life for himself and family receives almost the same price in silver for his labor as he did when $100 in gold would not buy more than 125 Mexican dollars. These two facts go together in considering the benefits and evils resulting from the monetary changes as such changes affect the labor and commerce of the world.

CHINESE FINANCE.

[H. M. Houston, in the London Financial News, January, 1904.]

The financial position of the Empire of China may be looked at for the purpose of a review of its changes during the last twenty years under three aspects: (1) From the provincial point of view; (2) from that of the central Government at Peking; and (3) from that of the foreigner, who is asked from time to time to advance money in the form of loans repayable by installments in a fixed term of years.

As is well known, China is divided into districts and provinces, presided over by viceroys, who are responsible for order and rule in their viceroyalties, and who are generally not interfered with so long as they maintain order and remit to the central Government at Peking the usual amount levied on their provinces for the upkeep of the court, the Manchu guards, and the metropolitan and governmental departments generally, supplemented by any special sums for extraordinary expenditure made necessary by unusual occurrences. The ordinary revenue is collected and remitted with fair regularity, and old custom has long since decided what the board of revenue at Peking is likely to demand and how much the local authorities will levy to satisfy that demand. But when extraordinary demands are made the local collectors have an opening for extraordinary squeezing, and as they take care to let it be known for what purpose the extra collection is made, it is evident that the taxpayers have reason to dislike innovations for which they have to pay and from which they receive apparently no benefit.

No regular returns or balance sheet of the revenue and expenditure of the provinces is available, and it is very questionable if any such is kept. The only means foreigners have of computing the figures is from the pages of the Peking Gazette. The first attempt to collect these scattered items from the pages of the Gazette and to build up from the collected figures an estimate of the revenue and expenditure of China was made by Mr. Jamieson, formerly consul-general at Shanghai. His estimate is:

Revenue.

	Taels.
Land tax payable in silver	25,088,000
Land tax payable in grain	6,562,000
Salt revenue duty and likin	13,659,000
Likin on merchandise	12,952,000
Foreign maritime customs (1893)	21,989,000
Native custom-houses	1,000,000
Duty and likin on native opium	2,229,000
Miscellaneous duties	5,550,000
Total	89,029,000

Expenditure.

Metropolitan administration, Manchu garrisons, and the Imperial household	19,478,000
Board of admiralty (Peiyang squadron)	5,000,000
Southern naval squadron, including 400 chow and Canton flotillas	5,000,000
Forts, guns, and coast defense, including pay of foreign-drilled troops	8,000,000
Defense of Manchuria	1,848,000
Kansuh and Central Asia	4,800,000
Aids to Yurman and Kueichow	1,655,000
Interest and repayment of installments on foreign loans	2,500,000
Railway construction	500,000
Public works, Yellow River embankment, sea wall, etc	1,500,000
Customs administration, including maintenance of lighthouses, beacons, and revenue cruisers	2,478,000
General administration of eighteen provinces, including cost of provincial troops	36,200,000
Total	88,959,000

This estimate being based on the average figures and reports of the three years 1891–1893, immediately preceding the China-Japan war, it will be interesting to compare it with the table from a memorandum by Sir Robert Hart, dated March 25, 1901, which gives, according to the records of the board of revenue at Peking, the latest estimate of the revenue and expenditure of China.

Revenue.

	Taels.
Land tax	26,500,000
Provincial duties	1,600,000
Provincial receipts	1,000,000
Various:	
Grain commutation	3,100,000
Salt-gabelle	13,500,000
Likin	16,000,000
Native customs:	2,700,000
Maritime customs:	
General cargo	17,000,000
Foreign opium	5,000,000
Native opium	1,800,000
Total	88,200,000

Expenditure.

Provincial	20,000,000
Military and naval	35,000,000
Metropolitan	10,000,000
Banner men	1,380,000
Palace	1,100,000
Customs	3,600,000
Legations	1,000,000
River works	940,000
Railways	800,000
Foreign loans	24,000,000
Contingent reserve	3,300,000
Total	101,120,000

It will be seen that the estimate of revenue in both cases is much the same, the shortage under one heading being made up under another; therefore the totals may be taken as a fair estimate of the annual revenue accounted for to the central Government.

Turning to the heading of expenditure, the difference between Mr. Jamieson's total estimate and that of the board of revenue is more than accounted for by the difference in the amounts required for the service of the foreign loans and railways. Mr. Jamieson in his memorandum states that he had no means of ascertaining the expenditure, and that the figures given, with the exception of railway expenditure and foreign loans, are based for the most part on his own estimate and conjecture. The increase of the amounts due for interest and redemption of foreign loans from 2,500,000 taels in 1891–1893 to 24,000,000 taels in the board of revenue estimate is accounted for by the following schedule of loans issued since 1894:

No.	YEAR.	Amount.	Rate.
		£	*Per cent.*
1	1894	1,635,000	7
2	1895	3,000,000	6
3	1895	1,000,000	6
4	1895	15,820,000	4
5	1896	16,000,000	5
6	1898	16,000,000	4½
7	1899	2,300,000	5
8	1901	64,000,000	4

Owing to the fall in the sterling value of silver, the haikwan tael, which stood at 3s. in 1900, was worth only 2s. 7d. at the end of 1901 and 2s. 5d. at the end of 1902. The interest and principal of most of the foreign loans being payable in sterling, China has to make up the difference between the fixed rate at which the various loans were arranged and the rate of the day, which is based upon the fluctuating value of silver. The heavy loss to the Chinese is shown by the following calculation, taking the total debt roughly at £120,000,000:

	Haikwan taels.
£120,000,000 at exchange of 3s	800, 000, 000
£120,000,000 at exchange of 2s. 5d., rate in February, 1903	993, 000, 000
	Taels.
Loss to the Chinese Government due to fall in value of silver	193, 000, 000
Annual payment due by Chinese Government at 3s. each would be, say	43, 000, 000
At 2s. 5d. each would be	54, 000, 000
Annual loss to the Chinese Government through fall in silver	11, 000, 000

In fact, China is at present in the same position as India was before the closing of the mints. It is at the mercy of exchange. Taking the estimate of the board of revenue given above of the total revenue and expenditure of the Empire and substituting the increased amounts required for the service of the foreign loans since that estimate was prepared, we have the following figures:

	Taels.
Annual expenditure, as per board of revenue's estimate, less foreign loans heading, 101,120,000 taels, less 24, 000,000 taels	77, 120, 000
Add amount required for service of foreign loans from 1920 to 1940	43, 000, 000
Extra amount to be paid by the Chinese for loss in exchange, difference between 3s. and 2s. 5d. on annual payment	11, 000, 000
Total	131, 120, 000
Annual revenue, as per board of revenue estimate	88, 200, 000
Annual deficit	42, 920, 000

which means that the revenue has to be increased by 50 per cent more than was required before 1900 to meet a fall of exchange to 2s. 5d. per tael, and a further fall, which seems more than probable, will necessitate a proportionate increase of the revenue.

To meet this difficulty, which is the greatest that has faced Chinese financiers for a good deal longer a time than the twenty years we are considering, a scheme has been proposed by the writer which seems to have met with considerable approval in various quarters, to place China on a gold basis similar to India. In the case of China we are immediately met by a difficulty which was not encountered in placing India and Japan on a gold basis—that is, the want of a universal currency. The conglomeration—coins and lumps of silver—of which the currency of China consists does not lend itself to any such scheme, and the first step is to institute a universal currency. Up to the present no serious steps have been taken to secure this desideratum. In fact, no definite change for the better has yet taken place in Chinese finance, and the past twenty years has simply been a period of ebb and flow without any appreciable progress.

POPULATION OF PRINCIPAL CITIES OF CHINA.

[From Century Dictionary and Cyclopedia.]

Canton	2, 000, 000	Tengchau	230, 000	Onhwei	75, 000
Tientsin	950, 000	Chaochau	200, 000	Shasi	73, 000
Peking	900, 000	Nanche	200, 000	Kalgan	70, 000
Hangchau	800, 000	Nankang	150, 000	Macao	68, 000
Siangtan	700, 000	Nanchang	130, 000	Niuchwang	60, 000
Fuchau	636, 000	Nanking	130, 000	Sining	60, 000
Hankow	600, 000	Chink	130, 000	Kiukiang	53, 000
Changchau	500, 000	Paoting	125, 000	Changte (Hunan)	50, 000
Kingtechen	500, 000	Chifu	120, 000	Kungchang	50, 000
Shaohing	500, 000	Kirin (Manchur)	120, 000	Taian	45, 000
Singanfu	500, 000	Huchau	100, 000	Kiungchau	41, 000
Suchau (Kiangsu)	500, 000	Kanyang	100, 000	Nanning	40, 000
Tatsienlu	500, 000	Kaifeng	100, 000	Ichang	34, 000
Shanghai	418, 000	Takau	100, 000	Guma (Turkest)	30, 000
Suchau (Szechu)	300, 000	Amoy	96, 000	Swatow	30, 000
Changsha	300, 000	Hanchung	80, 000	Pakhoi	25, 000
Chengtu	250, 000	Kukukhoto	80, 000	Kiating	25, 000
Ningpo	250, 000	Wenchau	80, 000	Lungchau	22, 000
Taiyuan	250, 000	Wuhu	78, 000	Kuldja	12, 500
Hongkong	248, 498	Chengting	75, 000	Mengtsz	12, 000

DIPLOMATIC AND CONSULAR REPRESENTATIVES—AMERICAN REPRESENTATIVES IN CHINA AND THOSE OF CHINA IN THE UNITED STATES.

AMERICAN LEGATION IN CHINA.

Edwin H. Conger, Envoy Extraordinary and Minister Plenipotentiary, Peking.
John Gardner Coolidge, Secretary of Legation, Peking.
Henry P. Fletcher, Second Secretary of Legation, Peking.
Edward T. Williams, Chinese Secretary, Peking.
Julean H. Arnold, Student Interpreter, Peking.
Thomas W. Haskins, Student Interpreter, Peking.
Frederick D. Cloud, Student Interpreter, Peking.
Clarence Clowe, Student Interpreter, Peking.
P. S. Heintzleman, Student Interpreter, Peking.
Willard B. Hull, Student Interpreter, Peking.
Albert W. Pontius, Student Interpreter, Peking.
Charles L. L. Williams, Student Interpreter, Peking.
George F. Smithers, Student Interpreter, Peking.
Lieut. Commander Charles C. Marsh, Naval Attaché, Tokyo (Yedo).
Capt. André W. Brewster, Military Attaché, Peking.

CHINESE LEGATION IN THE UNITED STATES.

Sir Chentung Liang-Cheng, K. C. M. G., Envoy Extraordinary and Minister Plenipotentiary.
Mr. Chow Tszchi, First Secretary.
Mr. Chang Chuan, Second Secretary.
Mr. Sun Sze-yee, Second Secretary.
Mr. Yung Kwai, Secretary Interpreter.
Mrs. Yung Kwai.
Mr. Su Yu-tchu, Secretary Translator.
Mr. Li Kwoh-cheng, Attaché.

American Consulates in China.

CITY.	NAME.	OFFICIAL DESIGNATION.
Amoy	John H. Fesler	Consul.
	Carl Johnson	Vice and deputy consul and interpreter.
	Li Ung Bing	Interpreter.
Antung	James W. Davidson	Consul.
Cantou	Robert M. McWade	Consul-general.
	Russell Colegrove	Vice-consul-general and marshal.
Chefoo	John Fowler	Consul.
	Henry A. C. Emery	Vice and deputy consul and interpreter.
	Royal J. Spear	Marshal.
Fuchau	Samuel L. Gracey	Consul.
	Wilbur T. Gracey	Vice and deputy consul and marshal.
	Thomas Ling	Interpreter.
Hankau	Levi S. Wilcox	Consul-general.
	Amos L. Sarle	Vice and deputy consul-general.
Mukden	Fleming D. Cheshire	Consul-general.
Nankin	William Martin	Consul.
	Sehawa Singh	Marshal.
	Wan Bing Chung	Interpreter.
Niuchwang	Henry B. Miller	Consul.
	J. J. Fred. Bandinel	Vice and deputy consul.
	Walter J. Lister	Marshal.
	Hsu Wei-Lun	Interpreter.
Shanghai	John Goodnow	Consul-general.
	Stephen P. Barchet	Vice-consul-general.
	Arthur H. White	Deputy consul-general.
	George A. Derby	Marshal.
	Stephen P. Barchet	Interpreter.
Tientsin	James W. Ragsdale	Consul-general.
	Allan W. Murphy	Vice-consul-general and marshal.
	Albert P. Peck	Interpreter.

Chinese Consuls in the United States.

STATE.	CITY.	NAME.	OFFICIAL DESIGNATION.
California	San Francisco	Chow Yu-kwan	Acting consul-general.
		Owyang King	Vice-consul.
Hawaii	Honolulu	Goo Kim Fui	Do.
Massachusetts	Boston	Stephen W. Nickerson	Honorary vice-consul.
New York	New York City	Tseng Chao-kwong	Acting consul.
		Luk Wing	Vice-consul.
Philippine Islands	Manila	Chung Mun Yew	Consul-general.
		Li Ting-kwei	Vice-consul.

THE CHINESE EMPIRE—ITS GOVERNMENT, AREA, POPULATION, RELIGION, INSTRUCTION, FINANCE, DEFENSE, PRODUCTION, INDUSTRIES, INTERNAL COMMUNICATION, MONEY, WEIGHTS, AND MEASURES.

[From Statesman's Year-Book, 1903.]

Tsait'ien, Emperor—*Hawangti*—of China; was born 1872; the son of Prince *Ch'un*, seventh brother of the Emperor Hien-Fêng; succeeded to the throne by proclamation, at the death of Emperor T'ung-chi, January 22, 1875, reigning under the style of Kwangsü, the ninth Emperor of China of the Manchu dynasty of Ts'ing, which overthrew the native dynasty of Ming in the year 1644. There exists no law of hereditary succession to the throne, but it is left to each sovereign to appoint his successor from among the members of his family of a younger generation than his own. The late Emperor, dying suddenly in the eighteenth year of his age, did not designate a successor, and it was in consequence of arrangements directed by the Empress Dowager, widow of the Emperor Hien-Fêng, predecessor and father of T'ung-chi, in concert with Prince Ch'un, that the infant son of the latter was made the nominal occupant of the throne. Having become of age, the young Emperor nominally assumed government in March, 1887, but did not assume full control of the government till February, 1889, when the Empress Dowager withdrew. [Note.—The Emperor on September 22, 1898, resigned his power to the Empress Dowager, who resumed the conduct of the affairs of the Empire.]

GOVERNMENT.

The laws of the Empire are laid down in the Ta-ts'ing-hwei-tien, or "Collected regulations of the Ts'ing dynasty," which prescribe the government of the state to be based upon the government of the family.

The supreme direction of the Empire is vested in the Chün Chi Ch'u, the Privy Council, or Grand Council. The administration is under the supreme direction of the Nei-ko or Cabinet, comprising four members, two of Manchu and two of Chinese origin, besides two assistants from the Han-lin or Great College, who have to see that nothing is done contrary to the civil and religious laws of the Empire, contained in the Ta-ts'ing-hwei-tien and in the sacred books of Confucius. These members are denominated "Ta-hsio-shih," or ministers of state. Under their orders are the Ch'i-pu, or seven boards of government, each of which is presided over by a Manchu and a Chinese. These boards are: (1) The board of civil appointments, which takes cognizance of the conduct and administration of all civil officers; (2) the board of revenues, regulating all financial affairs; (3) the board of rites and ceremonies, which enforces the laws and customs to be observed by the people; (4) the military board; (5) the board of public works; (6) the high tribunal of criminal jurisdiction; and (7) the admiralty board at Tientsin, established in 1885.

Independent of the government and theoretically above the central administration is the Tu-ch'a-yuen, or board of public censors. It consists of from forty to fifty members, under two presidents, the one of Manchu and the other of Chinese birth. By the ancient custom of the Empire all the members of this board are privileged to present any remonstrance to the Sovereign. One censor must be present at the meetings of each of the Government boards.

The Tsung-li Yamên, or foreign office, was created by a decree of January 19, 1861, and comprises among its members all those of the council of state and six other officials of the highest rank. It controls not merely the matters with foreign nations, but also those institutions in which foreigners form part of the working staff, such as the maritime customs, Peking University (Tung Wên Kwan), etc.

LOCAL GOVERNMENT.

Each of the eighteen provinces is ruled by a governor or governor-general, who is responsible to the Emperor for the entire administration—political, judicial, military, and fiscal. He is assisted by a council and various other officials, such as the treasurer, the subcommissioner, and the literary chancellor. Each province is subdivided into departments ruled by prefects, and each department into districts, each with a district ruler. Two or more departments are sometimes united into a *tau*, the ruler of which is called a *tautai*. Each town and village has also its governing body, and among the various rulers there is regular gradation of rank, each being responsible to his immediate superior. Political office in the general administration of the Empire is less sought after than the position of viceroy or governor in the provinces, where the opportunities of acquiring wealth, not from official salaries, but from gifts, etc, are abundant.

AREA AND POPULATION.

Hitherto the population has been much overestimated. A recent estimate of the population of China proper will be found below. The following table gives a statement of the area and population of the whole of the Chinese Empire according to the latest estimates:

DIVISIONS.	Area.	Population.
	English square miles.	
China proper	1,532,420	407,337,305
Dependencies:		
Manchuria	363,610	8,500,000
Mongolia	1,367,600	2,580,000
Tibet	463,200	6,430,000
Chinese Turkestan	550,340	1,200,000
Total	4,277,170	426,047,325

According to official data referring to 1842, the population of the 18 provinces of China proper and Formosa was 413,000,000; other estimates gave 350,000,000. The figures in the following table are those issued by the Chinese Government as the results of a census taken in 1901 for the apportionment of the indemnity to the powers.

PROVINCES.	Area.	Population.	Population per square mile.
	English square miles.		
Chili	115,800	20,937,000	172
Shantung	55,970	38,247,900	683
Shansi	81,830	12,200,456	149
Honan	67,940	35,316,800	520
Kiangsu	38,600	13,980,235	362
Nganhwei	54,810	23,670,314	432
Kiangsi	69,480	26,532,125	382
Chêhkiang	36,670	11,580,692	316
Fukien	46,320	22,876,540	494
Hupeh	71,410	35,280,685	492
Hunan	83,380	22,169,673	266
Shensi	75,270	8,450,182	111
Kansu	125,450	10,385,376	82
Szechuan	218,480	68,724,890	314
Kwangtung (with Hainan)	99,970	31,865,251	319
Kwangsi	77,200	5,142,330	67
Kweichau	67,160	7,650,282	114
Yunnan	146,680	12,324,574	84
Total	1,532,420	407,253,029	266

The island of Formosa was ceded to Japan in accordance with the terms of the treaty of peace ratified and exchanged at Chefoo on the 8th of May, 1895. The formal transfer of the island was effected on the 2d of June, 1895.

In December, 1897, the Germans seized the port of Kiaochau, on the east coast of Shantung, and in January, 1898, obtained from the Chinese a ninety-nine years' lease of the town, harbor, and district. The harbor of Port Arthur, by agreement with the Chinese Government, has been occupied by the Russians.

According to a return of the imperial customs authorities, the total number of foreigners resident in the open ports of China was 19,119 at the end of 1901. Among them were 5,410 British subjects, 2,292 Americans, 4,170 Japanese, 1,361 Frenchmen, 1,531 Germans, 1,139 Portuguese, and 353 Spaniards, all other nationalities being represented by very few members. About one-half of the total number of foreigners resided at Shanghai.

RELIGION.

Three religions are acknowledged by the Chinese as indigenous and adopted, viz, Confucianism, Buddhism, and Taoism.

The Emperor is considered the sole high priest of the Empire, and can alone, with his immediate representatives and ministers, perform the great religious ceremonies. No ecclesiastical hierarchy is maintained at the public expense, nor any priesthood attached to the Confucian religion. The Confucian is the State religion, if the respect paid to the memory of the great teacher can be called religion at all. But distinct and totally separate from the stated periodic observances of respect offered to the memory of Confucius as the holy man of old, and totally unconnected therewith, there is the distinct worship of heaven (t'ien), in which the Emperor, as the "sole high priest," worships and sacrifices to "heaven" every year at the time of the winter solstice at the Altar of Heaven, in Peking. With the exception of the practice of ancestral worship, which is everywhere observed throughout the Empire and was fully commended by Confucius, Confucianism has little outward ceremonial. The study and contemplation and attempted performance of the moral precepts of the ancients constitute the duties of a Confucianist. Buddhism and Taoism present a very gorgeous and elaborate ritual in China, Taoism (originally a pure philosophy) having abjectly copied Buddhist ceremonial on the arrival of Buddhism one thousand eight hundred years ago. Large numbers of the Chinese in middle and southern China profess and practice all three religions. The bulk of the people, however, are Buddhist. There are probably about 30,000,000 Mohammedans, chiefly in the northeast and southwest. Roman Catholicism has long had a footing in China, and it is estimated to have about 1,000,000 adherents, with 25 bishoprics, besides those of Manchuria, Thibet, Mongolia, and Korea. Other Christian societies have stations in many parts of the country, the number of Protestant adherents being estimated at 50,000. Most of the aboriginal hill tribes are still nature worshipers, and ethnically are distinct from the prevailing Mongoloid population.

INSTRUCTION.

Education of a certain type is very general, but still there are vast masses of adult countrymen in China who can neither read nor write. There is a special literary class, who alone know the literature of their country, to the study of which they devote their lives. There are boarding schools and day schools for boys and young men, the latter being held in the entrance halls of temples and in the spare chambers of guilds, and in all the important cities there are colleges for training candidates for degrees. Examinations, mainly confined to moral philosophy and literature, are held in the prefectorial cities of each province twice in three years for the lower degree necessary as a passport to the public service, but of the 6,000 or 7,000 candidates who come forward not more than 60 can be admitted to the degree of literary chancellor. For the higher degree examinations are held in each provincial capital once in three years, and the successful candidates are subject to a third and a fourth examination, those who finally emerge being divided into four classes to wait for appointments to offices of different grades. There are, however, other means (e. g., military service) by which such appointments may be obtained. In 1887, for the first time, mathematics were admitted with the Chinese classics among the subjects of examination, and schools for the propagation of western science and literature are now on the increase. The "Tung Wên Kwan," or College of Foreign Knowledge, at Peking, is a Government institution, where the English, French, German, and Russian languages, and mathematics, chemistry, physiology, etc., are taught by European and American professors, while the Chinese education of the pupils is intrusted to Chinese teachers. There are, besides, numerous Catholic and Protestant mission schools and colleges at Shanghai and other ports, where the English language and lower branches of western science are taught. The Chinese Government has of late years established naval and military colleges and torpedo schools in connection with the different arsenals at Tientsin, Nankin, Shanghai, and Fuchau, in which foreign instructors are engaged to teach such young Chinese as intend to make their career in the army or navy of their country western modes of warfare, besides western languages and literature. Seven Chinese newspapers are published at Shanghai, and the success they have achieved has led to the establishment of others at some of the other treaty ports.

FINANCE.

No general statement of the revenue and expenditure of China is made public, and such estimates as have been formed by Europeans are founded on financial reports of provincial governors published in the Peking Gazette. Except the foreign maritime and a few native customs, the entire revenue is collected by provincial agents. The board of revenue at Peking issues annually to each of the provincial governors a statement of the amount required from his province for the following year, and when to this amount is added the sum necessary for local administration, civil and military, the revenue to be provided by each collector is ascertained. The amount actually levied, however, greatly exceeds this, and the surplus, which may amount to 50 or 70 per cent of the total, disappears in the form of costs, or in presents to official superiors, or remains in the hands of the collectors. The estimate of the revenue, based on figures for the three years preceding the Japanese war, shows 88,029,000 taels, and of expenditures, 88,979,000 taels.

The land tax varies in different provinces from 10d. or 1s. to 6s. 6d. or more per acre. The rate of incidence is theoretically fixed, but under other names additional taxes are imposed on land. Salt is a Government monopoly, all producers being required to sell to Government agents, who, at a price which covers the duty, resell to merchants provided with "salt warrants." Likin was a tax imposed on merchandise in course of transportation, payable at appointed barriers. This mode of raising revenue was abolished under the treaty of September 5, 1902, the British Government agreeing that foreign imports should pay a surtax equivalent to one and a half times the duty provided for in the protocol of 1901, and that an additional surtax of one-half the 5 per cent duty might be levied on exports. The Chinese Government is at liberty to levy taxes on native articles of consumption at the place of consumption.

The collection of the revenue on the Chinese foreign trade and the administration of the lights on the coast of China are under the management of the imperial customs department, the head of which is a foreigner (British), under whom is a large force of European, American, and Chinese subordinates, the department being organized somewhat similarly to the English civil service. It has an agency in London.

The receipts amounted to 7,872,257 haikwan taels, or £2,361,677 (ex. 6s.), in 1864, and have risen to 22,742,104 haikwan taels (including 3,947,607 taels, opium likin), or £3,387,626 (ex. 2s. 11¾d.), in 1897; to 22,503,397 haikwan taels (including 3,983,182 taels, opium likin), or £3,246,584 (ex. 2s. 10⅝d.), in 1898; 26,661,460 haikwan taels (including 4,748,243 taels, opium likin), or £4,013,105 (ex. 3s. 0⅛d.), in 1899; 22,873,986 haikwan taels (including 3,961,423 taels, opium likin), or £3,550,233 (ex. 3s. 1¼d.), in 1900; 25,537,574 haikwan taels (including 3,970,531 taels, opium likin), or £3,784,100, in 1901.

Debts contracted by China since the beginning of 1894 are stated in the subjoined table. They are all secured on the imperial maritime customs except the loan of 1899, a railway loan with railway security.

YEAR.	Amount.	Interest.	YEAR.	Amount.	Interest.
	£	Per cent.		£	Per cent.
1894	1,635,000	7	1896	16,000,000	5
1895	3,000,000	6	1898	16,000,000	4½
1895	1,000,000	6	1899	2,300,000	5
1895	15,820,000	4	1901	64,000,000	4

On May 29, 1901, China agreed to pay to the powers (Austria-Hungary, Belgium, France, Germany, Great Britain, Italy, Japan, the Netherlands, Russia, and the United States) an indemnity amounting to 450,000,000 taels (£64,000,000) for injuries inflicted by the "Boxers." This indemnity is to constitute a gold debt repayable in 39 annual installments, due on January 1 of each year up to 1941. Interest at 4 per cent, amounting to 18,829,500 taels (£2,560,000) per annum, will be payable half-yearly. The securities for the debt are the imperial maritime customs otherwise unappropriated, increased to 5 per cent ad valorem (to be converted into specific duties), the native customs (transit likin within 16 miles of port) administered by the maritime customs, and the salt gabelle otherwise unappropriated. The proceeds of the assigned revenues are paid monthly to a commission in Shanghai. The annual charge on all debts secured on the customs now amounts to about £5,770,000.

DEFENSE.

The army of China comprises—

1. The Eight Banners, nominally containing about 300,000 men, descendants of the Manchu conquerors and their allies. The number maintained on a war footing is from 80,000 to 100,000. The whole force is subdivided into three groups, consisting, respectively, of Manchus, Mongols, and Chinese, and forms a sort of hereditary profession within which intermarriage is compulsory. About 37,000 are stationed in garrisons in Manchuria; the Imperial Guard at Peking contains from 4,000 to 6,000.

2. The Ying Ping, or National Army, called also the Green Flags and the Five Camps (five being the unit of subdivision). This army consists of 18 corps, one for each province, under the governor or governor-general. The nominal strength is from 540,000 to 660,000 men, of whom about 200,000 are available for war, never more than one-third being called out. The most important contingent is the Tientsin army corps, nominally 100,000 strong, really about 35,000, with modern organization, drill, and arms, employed in garrison duty at Tientsin, and at Taku and other forts.

Besides these forces there are mercenary troops, raised in emergencies, and Mongolian and other irregular cavalry, nominally 200,000 strong, really about 20,000, but of no military value. The total land army on peace footing is put at 300,000 men, and on war footing at about 1,000,000, but the army, as a whole, has no unity or cohesion; there is no proper discipline, the drill is mere physical exercise, the weapons are long since obsolete, and there is no transport, commissariat, or medical service.

The Chinese navy, during the war with Japan, disappointed those who regarded it as an effective fighting force. At the opening of hostilities, on July 25, 1894, when the *Kowshing* transport was sunk, an engagement took place between the Japanese cruiser *Yoshino* and the *Tsi Yuen*, with other vessels, and the small Chinese cruiser *Kuang Yi* was driven ashore and destroyed. In the battle of the Yalu (September 17), or in immediate consequence of that action, the barbette armor clad *King Yuen*, 2,850 tons, and the cruisers *Chih Yuen*, 2,300 tons, *Chao Yung*, 1,350 tons, *Yang Wei*, 1,350 tons, and *Kuang Ki*, 1,030 tons, were sunk or burned. Subsequently, at Wei

Hai Wei, the barbette ship *Ting Yuen* and the cruiser *Ching Yuen* were sunk, and the armor clad *Chen Yuen* was captured. The Chinese fleet is organized in district squadrons, which are severally raised and maintained by the provincial viceroys. At the conclusion of the war the *Chen Hai* and the *Kang Chi* alone remained to China of her effective Pei Yaug squadron. Some smaller vessels had been put in hand of the torpedo class, and have since been added to the fleet. Among these are the torpedo cruisers *Feiyang*, 850 tons, and the *Feit'ing*, 1,000 tons. The small cruiser *Hai Yung*, 2,950 tons, has been launched at Stettin, where two sister ships are being constructed. Messrs. Armstrong launched a protected cruiser of 4,300 tons, the *Hai Tien*, in November, 1897, and have a sister ship in hand.

PRODUCTION AND INDUSTRY.

China is essentially an agricultural country, and the land is all freehold, held by families on the payment of an annual tax. Lands and houses are registered, and when a sale takes place the purchaser, on informing the district ruler, receives, besides the document given by the seller, an official statement of the transfer, for which he pays at the rate of 6 per cent of the purchase money. Land, however, can not be sold until all the near kindred have successively refused to purchase. The holdings are, in general, small; the farm animals are oxen and buffaloes; the implements used are primitive; irrigation is common. Horticulture is a favorite pursuit, and fruit trees are grown in great variety. Wheat, barley, maize, and millet, and other cereals, with pease and beans are chiefly cultivated in the north, and rice in the south. Sugar, indigo, and cotton are cultivated in the south provinces. Opium has become a crop of increasing importance. Tea is cultivated exclusively in the west and south, in Fu Chien, Hupei, Hu Nan, Chianghsi, Cheh Chiang, Anhui, Kuangtung, and Szech'wan. The culture of silk is equally important with that of tea. The mulberry tree grows everywhere, but the best and the most silk comes from Kuangtuug, Szech'wan, Cheh Chiang, and Kiangsu. An important feature in the development of the Chinese industries is the erection of cotton mills in Shanghai, and of silk filatures in Shanghai, Canton, and elsewhere. Two native cotton mills were started in 1890, and recently four foreign mill companies have been successfully floated.

All the eighteen provinces contain coal, and China may be regarded as one of the first coal countries of the world. The coal mines at Kaip'ing, northern Chili, under foreign supervision, have been very productive. At Hankow coal mines have also been worked. There are also considerable stores of iron and copper remaining to be worked, and in Yunnan Japanese mining engineers have been employed to teach the people how to apply modern methods to copper mining, which is an industry of some antiquity in that province.

COMMERCE.

For details of commerce see statements of imports and exports in accompanying tables.

INTERNAL COMMUNICATIONS.

China is traversed in all directions by numerous roads, and though none are paved or metaled, and all are badly kept, a vast internal trade is carried on partly over them, but chiefly by means of numerous canals and navigable rivers. The railway from Tientsin to Peking, a distance of 73 miles, has been completed, and was opened to public traffic on June 30, 1897. The construction of the Shanghai-Woosung railway (12 miles) has already been commenced, and will be completed by the spring of 1898. A small railway was constructed from the Kaip'ing mines for conveyance of coal to Hankow, situated on the Petang, a river 10 miles north of the Peiho, and was subsequently extended to deep water on the Petang. A continuation has been completed from Petang, via Takau, to Tientsin and Linsi, and is being carried on to Shanhaikwan. The imperial Chinese telegraphs are being rapidly extended all over the Empire. There is a line between Peking and Tientsin, one which connects the capital with the principal places in Manchuria up to the Russian frontier on the Amur and the Ussuri; while Niuchwang, Chifu, Shanghai, Yangchow, Suchau, all the seven treaty ports on the Yangtze, Canton, Wuchau, Lungchau, and all the principal cities in the Empire are now connected with each other and with the capital. The line from Canton westerly has penetrated to Yunanfu, the capital of Yunnan Province, and beyond it to Manwyne, near the borders of Burma. Shanghai is also in communication with Fuchau, Amoy, Kashing, Shaoshing, Ningpo, etc. Lines have been constructed between Fuchau and Canton, and between Takau, Port Arthur, and Seoul, the capital of Korea, and the line along the Yangtze Valley has been extended to Chungking, in Szechaun Province. By an arrangement recently made with the Russian telegraph authorities the Chinese and Siberian lines in the Amur Valley were joined in the latter part of 1882, so that there is now direct overland communication between Peking and Europe.

The postal work of the Empire is carried on, under the minister of war, by means of post carts and runners. In the eighteen provinces are 8,000 offices for post carts, and scattered over the whole of the Chinese territories are 2,040 offices for runners. There are also numerous private postal couriers, and during the winter a service between the office of the foreign customs at Peking and the outports. The imperial Chinese post-office was opened on February 2, 1897, the management being confided to the inspector-general of the imperial maritime customs. China has also notified the Swiss Government of her intention of joining the Universal Postal Union.

MONEY, WEIGHTS, AND MEASURES.

The sole official coinage and the monetary unit of China is the copper cash, of which about 1,600–1,700=1 haikwan tael, and about 22=1 penny. The silver sycee is the usual medium of exchange. Large payments are made by weight, of silver bullion, the standard being the liang or tael, which varies at different places. The haikwan (or customs) tael, being 1 tael weight of pure silver, was equal in October, 1896, to 3s. $4\frac{3}{10}$d., or 5.95 haikwan taels to a pound sterling.

By an imperial decree, issued during 1890, the silver dollar coined at the new Canton mint is made current all over the Empire. It is of the same value as the Mexican and the United States silver dollars, and as the Japanese silver yen. Foreign coins are looked upon but as bullion, and usually taken by weight, except at the treaty ports.

Weight.

10 sze .... =1 hu.
10 hu .... =1 hao.
10 hao .... =1 li (nominal cash).
10 li .... =1 fun (conderin).
10 fun .... =1 tsien (mace).
10 tsien .... =1 liang (tael) $=1\frac{1}{3}$ ozs. avoirdupois by treaty.
16 liang .... =1 kin (catty) $=1\frac{1}{3}$ lbs. avoirdupois by treaty.
100 kin .... =1 tan (picul) $=133\frac{1}{3}$ lbs. avoirdupois by treaty.

Capacity.

.... =1 sheng.
10 sheng .... =1 tou (holding from $6\frac{1}{2}$ to 10 kin of rice and measuring from 1.13 to 1.63 gallons). Commodities, even liquids, such as oil, spirits, etc., are commonly bought and sold by weight.

Length.

10 fun = 1 tsun (inch).
10 tsun = 1 chih (foot) = 14.1 English inches by treaty.
10 chih = 1 chang = 2 fathoms.
1 li = approximately 3 cables.

In the tariff settled by treaty between Great Britain and China, the chih of $14\frac{1}{10}$ English inches has been adopted as the legal standard. The standards of weight and length vary all over the Empire, the chih, for example, ranging from 9 to 16 English inches, and the chang (=10 chih) in proportion, but at the treaty ports the use of the foreign treaty standard of chih and chang is becoming common.

VALUE OF HAIKWAN TAEL IN EACH YEAR FROM 1874 TO 1904.

The value of the haikwan tael, obtained from the average price of silver for each year, as computed by the Director of the Mint, has been as follows: On January 1, 1874, $1.52242; 1875, $1.47896; 1876, $1.38588; 1877, $1.43082; 1878, $1.37331; 1879, $1.338; 1880, $1.36318; 1881, $1.34796; 1882, $1.35193; 1883, $1.31993; 1884, $1.32224; 1885, $1.26797; 1886, $1.18413; 1887, $1.16602. Since 1887, the value of the haikwan tael, as computed by the Director of the Mint on January 1 of each year, has been as follows: 1888, $1.15,1; 1890, $1.14,8; 1891, $1.27; 1892, $1.13,7; 1893, $1.01; 1894, $0.84,9; 1895, $0.74,9; 1896, $0.80,8; 1897, $0.78; 1898, $0.69,7; 1899, $0.72,2; 1900, $0.70,3; 1901, $0.74,2; 1902, $0.68; 1903, $0.59,4; 1904, $0.69,4.

TREATY BETWEEN THE UNITED STATES AND CHINA.

[Signed at Shanghai, October 8, 1903; ratification advised by the Senate, December 18, 1903; ratified by the President, January 12, 1904; ratified by China, January 10, 1904; ratifications exchanged at Washington, January 13, 1904; proclaimed, January 13, 1904.]

By the President of the United States of America.

A PROCLAMATION.

Whereas a Treaty and three Annexes between the United States of America and China to extend further the commercial relations between them and otherwise to promote the interests of the peoples of the two countries, were concluded and signed at Shanghai in the English and Chinese languages, on the eighth day of October, one thousand nine hundred and three, the original of the English text of which Treaty and Annexes is word for word as follows:

The United States of America and His Majesty the Emperor of China, being animated by an earnest desire to extend further the commercial relations between them and otherwise to promote the interests of the peoples of the two countries, in view of the provisions of the first paragraph of Article XI of the final Protocol signed at Peking on the seventh day of September, A. D. 1901, whereby the Chinese Government agreed to negotiate the amendments deemed necessary by the foreign Governments to the treaties of commerce and navigation and other subjects concerning commercial relations, with the object of facilitating them, have for that purpose named as their Plenipotentiaries:—

The United States of America—

Edwin H. Conger, Envoy Extraordinary and Minister Plenipotentiary of the United States of America to China—

John Goodnow, Consul-General of the United States of America at Shanghai—

John F. Seaman, a Citizen of the United States of America resident at Shanghai—

And His Majesty the Emperor of China—

Lü Hai-huan, President of the Board of Public Works—

Sheng Hsüan-huai, Junior Guardian of the Heir Apparent. Formerly Senior Vice-President of the Board of Public Works—

who, having met and duly exchanged their full powers which were found to be in proper form, have agreed upon the following amendments to existing treaties of commerce and navigation formerly concluded between the two countries, and upon the subjects hereinafter expressed connected with commercial relations, with the object of facilitating them.

Article I.

In accordance with international usage, and as the diplomatic representative of China has the right to reside in the capital of the United States, and to enjoy there the same prerogatives, privileges and immunities as are enjoyed by the similar representative of the most favored nation, the diplomatic representative of the United States shall have the right to reside at the capital of His Majesty the Emperor of China. He shall be given audience of His Majesty the Emperor whenever necessary to present his letters of credence or any communication from the President of the United States. At all such times he shall be received in a place and in a manner befitting his high position, and on all such occasions the ceremonial observed toward him shall be that observed toward the representatives of nations on a footing of equality, with no loss of prestige on the part of either.

The diplomatic representatives of the United States shall enjoy all the prerogatives, privileges and immunities accorded by international usage to such representatives, and shall in all respects be entitled to the treatment extended to similar representatives of the most favored nation.

The English text of all notes or dispatches from United States officials to Chinese officials, and the Chinese text of all from Chinese officials to United States officials shall be authorative.

Article II.

As China may appoint consular officers to reside in the United States and to enjoy there the same attributes, privileges and immunities as are enjoyed by consular officers of other nations, the United States may appoint, as its interests may require, consular officers to reside at the places in the Empire of China that are now or that may hereafter be opened to foreign residence and trade. They shall hold direct official intercourse and correspondence with the local officers of the Chinese Government within their consular districts, either personally or in writing as the case may require, on terms of equality and reciprocal respect. These officers shall be treated with due respect by all Chinese authorities, and they shall enjoy all the attributes, privileges and immunities, and exercise all the jurisdiction over their nationals which are or may hereafter be extended to similar officers of the nation the most favored in these respects. If the officers of either government are disrespectfully treated or aggrieved in any way by the authorities of the other, they shall have the right to make representation of the same to the superior officers of their own government who shall see that full inquiry and strict justice be had in the premises. And the said consular officers of either nation shall carefully avoid all acts of offense to the officers and people of the other nation.

On the arrival of a consul duly accredited at any place in China opened to foreign trade it shall be the duty of the Minister of the United States to inform the Board of Foreign Affairs, which shall, in accordance with international usage, forthwith cause the proper recognition of the said consul and grant him authority to act.

Article III.

Citizens of the United States may frequent, reside and carry on trade, industries and manufactures, or pursue any lawful avocation, in all the ports or localities of China which are now open or may hereafter be opened to foreign residence and trade; and, within the suitable localities at those places which have been or may be set apart for the use and occupation of foreigners, they may rent or purchase houses, places of business and other buildings, and rent or lease in perpetuity land and build thereon. They shall generally enjoy as to their persons and property all such rights, privileges and immunities as are or may hereafter be granted to the subjects or citizens of the nation the most favored in these respects.

ARTICLE IV.

The Chinese Government, recognizing that the existing system of levying dues on goods in transit, and especially the system of taxation known as *likin*, impedes the free circulation of commodities to the general injury of trade, hereby undertakes to abandon the levy of *likin* and all other transit duties throughout the Empire and to abolish the offices, stations and barriers maintained for their collection and not to establish other offices for levying dues on goods in transit. It is clearly understood that, after the offices, stations and barriers for taxing goods in transit have been abolished, no attempt shall be made to re-establish them in any form or under any pretext whatsoever.

The Government of the United States, in return, consents to allow a surtax, in excess of the tariff rates for the time being in force, to be imposed on foreign goods imported by citizens of the United States and on Chinese produce destined for export abroad or coastwise. It is clearly understood that in no case shall the surtax on foreign imports exceed one and one-half times the import duty leviable in terms of the final Protocol signed by China and the Powers on the seventh day of September, A. D. 1901; that the payment of the import duty and surtax shall secure for foreign imports, whether in the hands of Chinese or foreigners, in original packages or otherwise, complete immunity from all other taxation, examination or delay; that the total amount of taxation, inclusive of the tariff export duty, leviable on native produce for export abroad shall, under no circumstances, exceed seven and one-half per centum *ad valorem.*

Nothing in this article is intended to interfere with the inherent right of China to levy such other taxes as are not in conflict with its provisions.

Keeping these fundamental principles in view, the High Contracting Parties have agreed upon the following method of procedure.

The Chinese Government undertakes that all offices, stations and barriers of whatsoever kind for collecting *likin*, duties, or such like dues on goods in transit, shall be permanently abolished on all roads, railways and waterways in the nineteen Provinces of China and the three Eastern Provinces. This provision does not apply to the native Customs offices at present in existence on the seaboard, at open ports where there are offices of the Imperial Maritime Customs, and on the land frontiers of China embracing the nineteen Provinces and the three Eastern Provinces.

Wherever there are offices of the Imperial Maritime Customs, or wherever such may be hereafter placed, native Customs offices may also be established, as well as at any point either on the seaboard or land frontiers.

The Government of the United States agrees that foreign goods on importation, in addition to the effective five per centum import duty as provided for in the Protocol of 1901, shall pay a special surtax of one and one-half times the amount of the said duty to compensate for the abolition of *likin*, of other transit dues besides *likin*, and of all other taxation on foreign goods, and in consideration of the other reforms provided for in this article.

The Chinese Government may recast the foreign export tariff with specific duties, as far as practicable, on a scale not exceeding five per centum *ad valorem;* but existing export duties shall not be raised until at least six months' notice has been given. In cases where existing export duties are above five per centum, they shall be reduced to not more than that rate. An additional special surtax of one-half the export duty payable for the time being, in lieu of internal taxation of all kinds, may be levied at the place of original shipment or at the time of export on goods exported either to foreign countries or coastwise.

Foreign goods which bear a similarity to native goods shall be furnished by the Customs officers, if required by the owner, with a protective certificate for each package, on the payment of import duty and surtax, to prevent the risk of any dispute in the interior.

Native goods brought by junks to open ports, if intended for local consumption, irrespective of the nationality of the owner of the goods, shall be reported at the native Customs offices only, to be dealt with according to the fiscal regulations of the Chinese Government.

Machine-made cotton yarn and cloth manufactured in China, whether by foreigners at the open ports or by Chinese anywhere in China, shall as regards taxation be on a footing of perfect equality. Such goods upon payment of the taxes thereon shall be granted a rebate of the import duty and of two-thirds of the import surtax paid on the cotton used in their manufacture, if it has been imported from abroad, and of all duties paid thereon if it be Chinese grown cotton. They shall also be free of export duty, coast-trade duty and export surtax. The same principle and procedure shall be applied to all other products of foreign type turned out by machinery in China.

A member or members of the Imperial Maritime Customs foreign staff shall be selected by the Governors-General and Governors of each of the various provinces of the Empire for their respective provinces, and appointed in consultation with the Inspector General of Imperial Maritime Customs, for duty in connection with native Customs affairs to have a general supervision of their working.

Cases where illegal action is complained of by citizens of the United States shall be promptly investigated by an officer of the Chinese Government of sufficiently high rank, in conjunction with an officer of the United States Government, and an officer of the Imperial Maritime Customs, each of sufficient standing; and, in the event of it being found by the investigating officers that the complaint is well founded and loss has been incurred, due compensation shall be paid through the Imperial Maritime Customs. The high provincial officials shall be held responsible that the officer guilty of the illegal action shall be severely punished and removed from his post. If the complaint is shown to be frivolous or malicious, the complainant shall be held responsible for the expenses of the investigation.

When the ratifications of this Treaty shall have been exchanged by the High Contracting Parties hereto, and the provisions of this Article shall have been accepted by the Powers having treaties with China, then a date shall be agreed upon when the provisions of this Article shall take effect and an Imperial Edict shall be published in due form on yellow paper and circulated throughout the Empire of China setting forth the abolition of all *likin* taxation, duties on goods in transit, offices, stations and barriers for collecting the same, and of all descriptions of internal taxation on foreign goods, and the imposition of the surtax on the import of foreign goods and on the export of native goods, and the other fiscal changes and reforms provided for in this Article, all of which shall take effect from the said date. The Edict shall state that the provincial high officials are responsible that any official disregarding the letter or the spirit of its injunction shall be severely punished and removed from his post.

ARTICLE V.

The tariff duties to be paid by citizens of the United States on goods imported into China shall be as set forth in the schedule annexed hereto and made part of this Treaty, subject only to such amendments and changes as are authorized by Article IV of the present convention or as may hereafter be agreed upon by the High Contracting Parties hereto. It is expressly agreed, however, that citizens of the United States shall at no time pay other or higher duties than those paid by the citizens or subjects of the most favored nation.

Conversely, Chinese subjects shall not pay higher duties on their imports into the United States than those paid by the citizens or subjects of the most favored nation.

ARTICLE VI.

The Government of China agrees to the establishment by citizens of the United States of warehouses approved by the proper Chinese authorities as bonded warehouses at the several open Ports of China, for storage, re-packing, or preparation for shipment of lawful goods, subject to such necessary regulations for the protection of the revenue of China, including a reasonable scale of fees according to commodities, distance from the custom house and hours of working, as shall be made from time to time by the proper officers of the Government of China.

ARTICLE VII.

The Chinese Government, recognizing that it is advantageous for the country to develop its mineral resources, and that it is desirable to attract foreign as well as Chinese capital to embark in mining enterprises, agrees, within one year from the signing of this Treaty, to initiate and conclude the revision of the existing mining regulations. To this end China will, with all expedition and earnestness, go into the whole question of mining rules; and, selecting from the rules of the United States and other countries regulations which seem applicable to the condition of China, will recast its present mining rules in such a way as, while promoting the interests of Chinese subjects and not injuring in any way the sovereign rights of China, will offer no impediment to the attraction of foreign capital nor place foreign capitalists at a greater disadvantage than they would be under generally accepted foreign regulations; and will permit citizens of the United States to carry on in Chinese territory mining operations and other necessary business relating thereto provided they comply with the new regulations and conditions which will be imposed by China on its subjects and foreigners alike, relating to the opening of mines, the renting of mineral land, and the payment of royalty, and provided they apply for permits, the provisions of which in regard to necessary business relating to such operations shall be observed. The residence of citizens of the United States in connection with such mining operations shall be subject to such regulations as shall be agreed upon by and between the United States and China.

Any mining concession granted after the publication of such new rules shall be subject to their provisions.

ARTICLE VIII.

Drawback certificates for the return of duties shall be issued by the Imperial Maritime Customs to citizens of the United States within three weeks of the presentation to the Customs of the papers entitling the applicant to receive such drawback certificates, and they shall be receivable at their face value in payment of duties of all kinds (tonnage dues excepted) at the port of issue; or shall, in the case of drawbacks on foreign goods re-exported within three years from the date of importation, be redeemable by the Imperial Maritime Customs in full in ready money at the port of issue, at the option of the holders thereof. But if, in connection with any application for a drawback certificate, the Customs authorities discover an attempt to defraud the revenue, the applicant shall be dealt with and punished in accordance with the stipulations provided in the Treaty of Tientsin, Article XXI, in the case of detected frauds on the revenue. In case the goods have been removed from Chinese territory, then the consul shall inflict on the guilty party a suitable fine to be paid to the Chinese Government.

ARTICLE IX.

Whereas the United States undertakes to protect the citizens of any country in the exclusive use within the United States of any lawful trade-marks, provided that such country agrees by treaty or convention to give like protection to citizens of the United States:—

Therefore the Government of China, in order to secure such protection in the United States for its subjects, now agrees to fully protect any citizen, firm or corporation of the United States in the exclusive use in the Empire of China of any lawful trade-mark to the exclusive use of which in the United States they are entitled, or which they have adopted and used, or intend to adopt and use as soon as registered, for exclusive use within the Empire of China. To this end the Chinese Government agrees to issue by its proper authorities proclamations, having the force of law, forbidding all subjects of China from infringing on, imitating, colorably imitating, or knowingly passing off an imitation of trade-marks belonging to citizens of the United States, which shall have been registered by the proper authorities of the United States at such offices as the Chinese Government will establish for such purpose, on payment of a reasonable fee, after due investigation by the Chinese authorities, and in compliance with reasonable regulations.

ARTICLE X.

The United States Government allows subjects of China to patent their inventions in the United States and protects them in the use and ownership of such patents. The Government of China now agrees that it will establish a Patent Office. After this office has been established and special laws with regard to inventions have been adopted it will thereupon, after the payment of the prescribed fees, issue certificates of protection, valid for a fixed term of years, to citizens of the United States on all their patents issued by the United States, in respect of articles the sale of which is lawful in China, which do not infringe on previous inventions of Chinese subjects, in the same manner as patents are to be issued to subjects of China.

ARTICLE XI.

Whereas the Government of the United States undertakes to give the benefits of its copyright laws to the citizens of any foreign State which gives to the citizens of the United States the benefits of copyright on an equal basis with its own citizens:—

Therefore the Government of China, in order to secure such benefits in the United States for its subjects, now agrees to give full protection, in the same way and manner and subject to the same conditions upon which it agrees to protect trade-marks, to all citizens of the United States who are authors, designers or proprietors of any book, map, print or engraving especially prepared for the use and education of the Chinese people, or translation into Chinese of any book, in the exclusive right to print and sell such book, map, print, engraving or translation in the Empire of China during ten years from the date of registration. With the exception of the books, maps, etc., specified above, which may not be reprinted in the same form, no work shall be entitled to copyright privileges under this article. It is understood that Chinese subjects shall be at liberty to make, print and sell original translations into Chinese of any works written or of maps compiled by a citizen of the United States. This article shall not be held to protect against due process of law any citizen of the United States or Chinese subject who may be author, proprietor or seller of any publication calculated to injure the well-being of China.

ARTICLE XII.

The Chinese Government having in 1898 opened the navigable inland waters of the Empire to commerce by all steam vessels, native or foreign, that may be specially registered for the purpose, for the conveyance of passengers and lawful merchandise,—citizens, firms and corporations of the United States may engage in such commerce on equal terms with those granted to subjects of any foreign power.

In case either party hereto considers it advantageous at any time that the rules and regulations then in existence for such commerce be altered or amended, the Chinese Government agrees to consider amicably and to adopt such modifications thereof as are found necessary for trade and for the benefit of China.

The Chinese Government agrees that, upon the exchange of the ratifications of this Treaty, Mukden and Antung, both in the province of Sheng-king, will be opened by China itself as places of international residence and trade. The selection of suitable localities to be set apart for international use and occupation and the regulations for these places set apart for foreign residence and trade shall be agreed upon by the Governments of the United States and China after consultation together.

ARTICLE XIII.

China agrees to take the necessary steps to provide for a uniform national coinage which shall be legal tender in payment of all duties, taxes and other obligations throughout the Empire by the citizens of the United States as well as Chinese subjects. It is understood, however, that all Customs duties shall continue to be calculated and paid on the basis of the Haikuan Tael.

ARTICLE XIV.

The principles of the Christian religion, as professed by the Protestant and Roman Catholic Churches, are recognized as teaching men to do good and to do to others as they would have others do to them. Those who quietly profess and teach these doctrines shall not be harassed or persecuted on account of their faith. Any person, whether citizen of the United States or Chinese convert, who, according to these tenets, peaceably teaches and practices the principles of Christianity shall in no case be interfered with or molested therefor. No restrictions shall be placed on Chinese joining Christian churches. Converts and non-converts, being Chinese subjects, shall alike conform to the laws of China; and shall pay due respect to those in authority, living together in peace and amity; and the fact of being converts shall not protect them from the consequences of any offence they may have committed before or may commit after their admission into the church, or exempt them from paying legal taxes levied on Chinese subjects generally, except taxes levied and contributions for the support of religious customs and practices contrary to their faith. Missionaries shall not interfere with the exercise by the native authorities of their jurisdiction over Chinese subjects; nor shall the native authorities make any distinction between converts and non-converts, but shall administer the laws without partiality so that both classes can live together in peace.

Missionary societies of the United States shall be permitted to rent and to lease in perpetuity, as the property of such societies, buildings or lands in all parts of the Empire for missionary purposes and, after the title deeds have been found in order and duly stamped by the local authorities, to erect such suitable buildings as may be required for carrying on their good work.

ARTICLE XV.

The Government of China having expressed a strong desire to reform its judicial system and to bring it into accord with that of Western nations, the United States agrees to give every assistance to such reform and will also be prepared to relinquish extra-territorial rights when satisfied that the state of the Chinese laws, the arrangements for their administration, and other considerations warrant it in so doing.

ARTICLE XVI.

The Government of the United States consents to the prohibition by the Government of China of the importation into China of morphia and of instruments for its injection, excepting morphia and instruments for its injection imported for medical purposes, on payment of tariff duty, and under regulations to be framed by China which shall effectually restrict the use of such import to the said purposes. This prohibition shall be uniformly applied to such importation from all countries. The Chinese Government undertakes to adopt at once measures to prevent the manufacture in China of morphia and of instruments for its injection.

ARTICLE XVII.

It is agreed between the High Contracting Parties hereto that all the provisions of the several treaties between the United States and China which were in force on the first day of January A. D. 1900, are continued in full force and effect except in so far as they are modified by the present Treaty or other treaties to which the United States is a party.

The present Treaty shall remain in force for a period of ten years beginning with the date of the exchange of ratifications and until a revision is effected as hereinafter provided.

It is further agreed that either of the High Contracting Parties may demand that the tariff and the articles of this convention be revised at the end of ten years from the date of the exchange of the ratifications thereof. If no revision is demanded before the end of the first term of ten years, then these articles in their present form shall remain in full force for a further term of ten years reckoned from the end of the first term, and so on for successive periods of ten years.

The English and Chinese texts of the present Treaty and its three annexes have been carefully compared; but, in the event of there being any difference of meaning between them, the sense as expressed in the English text shall be held to be the correct one.

This Treaty and its three annexes shall be ratified by the two High Contracting Parties in conformity with their respective constitutions, and the ratifications shall be exchanged in Washington not later than twelve months from the present date.

In testimony whereof, we, the undersigned, by virtue of our respective powers, have signed this Treaty in duplicate in the English and Chinese languages, and have affixed our respective seals.

Done at Shanghai, this eighth day of October in the year of our Lord one thousand nine hundred and three, and in the twenty ninth year of Kuang Hsü eighth month and eighteenth day.

EDWIN H. CONGER [SEAL.]
JOHN GOODNOW. [SEAL.]
JOHN F. SEAMAN [SEAL.]

Signatures and seal of Chinese Plenipotentiaries.
[LÜ HAI-HUAN]
[SHENG HSÜAN-HUAI]

ANNEX I.

As citizens of the United States are already forbidden by treaty to deal in or handle opium, no mention has been made in this Treaty of opium taxation.

As the trade in salt is a government monopoly in China, no mention has been made in this Treaty of salt taxation.

It is, however, understood, after full discussion and consideration, that the collection of inland dues on opium and salt and the means for the protection of the revenue therefrom and for preventing illicit traffic therein are left to be administered by the Chinese Government in such manner as shall in no wise interfere with the provisions of Article IV of this treaty regarding the unobstructed transit of other goods.

EDWIN H. CONGER [SEAL.]
JOHN GOODNOW [SEAL.]
JOHN F. SEAMAN [SEAL.]

Signatures and seal of Chinese Plenipotentiaries.
[LÜ HAI-HUAN]
[SHENG HSÜAN-HUAI]

ANNEX II.

Article IV of the Treaty of Commerce between the United States and China of this date provides for the retention of the native Customs offices at the open ports. For the purpose of safeguarding the revenue of China at such places, it is understood that the Chinese Government shall be entitled to establish and maintain such branch native Customs offices at each open port, within a reasonable distance of the main native Customs offices at the port, as shall be deemed by the authorities of the Imperial Maritime Customs at that port necessary to collect the revenue from the trade into and out of such port. Such branches, as well as the main native Customs offices at each open port, shall be administered by the Imperial Maritime Customs as provided by the Protocol of 1901.

EDWIN H. CONGER [SEAL.]
JOHN GOODNOW [SEAL.]
JOHN F. SEAMAN [SEAL.]

Signatures and seal of Chinese Plenipotentiaries.
[LÜ HAI-HUAN]
[SHENG HSÜAN-HUAI]

ANNEX III.

The schedule of tariff duties on imported goods annexed to this Treaty under Article V is hereby mutually declared to be the schedule agreed upon between the representatives of China and the United States and signed by John Goodnow for the United States and Their Excellencies Lü Hai-huan and Sheng Hsüan-huai for China at Shanghai on the sixth day of September A. D. 1902, according to the Protocol of the seventh day of September A. D. 1901.

EDWIN H. CONGER [SEAL.]
JOHN GOODNOW [SEAL.]
JOHN F. SEAMAN [SEAL.]

Signatures and seal of Chinese Plenipotentiaries.

[LÜ HAI-HUAN]
[SHENG HSÜAN-HUAI]

And whereas the said Treaty and Annexes have been duly ratified on both parts, and the ratifications of the two governments were exchanged in the City of Washington, on the thirteenth day of January, one thousand nine hundred and four;

Now, therefore, be it known that I, Theodore Roosevelt, President of the United States of America, have caused the said Treaty and Annexes to be made public, to the end that the same and every article and clause thereof, may be observed and fulfilled with good faith by the United States and the citizens thereof.

In testimony whereof, I have hereunto set my hand and caused the seal of the United States to be affixed.

[SEAL] Done at the City of Washington, this thirteenth day of January in the year of our Lord one thousand nine hundred and four, and of the Independence of the United States the one hundred and twenty-eighth.

THEODORE ROOSEVELT

By the President:
JOHN HAY, *Secretary of State.*

NEW IMPORT TARIFF OF CHINA.

The new tariff of China, referred to in Article V of the foregoing treaty, follows:

[For United States equivalents of currency, weights, and measures, see page 2370.]

		[a]Haikwan taels.
Agar-agar	per picul	0.300
Agaric. *See* Fungus.		
Amber	per catty	.325
Aniseed (star):		
First quality (value 15 taels and over per picul)	per picul	1.000
Second quality (value under 15 taels per picul)	do	.410
Apricot seed	do	.900
Arrowroot and arrowroot flour		5 per ct.
Asafetida	per picul	1.000
Asbestus boiler composition	do	.200
Asbestus fiber	do	5.000
Asbestus millboard	do	.500
Asbestus packing, including sheets and blocks	do	3.500
Asbestus packing, metallic	do	5.000
Asbestus yarn	do	2.250
Awabi	do	1.500
Bacon and ham		5 per ct.
Bags:		
Grass	per thousand	1.250
Gunny	do	4.250
Gunny (old)		5 per ct.
Hemp	per thousand	4.250
Hemp (old)		5 per ct.
Straw	per thousand	1.250
Baking powder in bottles or tins:		
4-ounce	per dozen	.083
6-ounce	do	.110
8-ounce	do	.145
12-ounce	do	.226
1-pound	do	.303
3-pound	do	.810
5-pound	do	1.350
Bark:		
Mangrove	per picul	.073
Plum tree	do	.120
Yellow (for dyeing)		5 per ct.
Yellow (medicinal)	per picul	.800
Barley, pearl	do	.300
Basins, iron (enameled):		
Up to 9 inches in diameter, decorated or not decorated	per dozen	.050
Over 9 inches in diameter, agate, blue and white, gray or mottled, not decorated	per dozen	.090
Over 9 inches in diameter, decorated (with gold)	do	.175
Over 9 inches in diameter, decorated (without gold)	do	.125
Basins, tin (common)	per gross	.250
Beads:		
Coral	per catty	.750
Cornelian	per picul	7.000
Glass of all kinds		5 per ct.
Beer. *See* Wines, etc.		
Beeswax, yellow	per picul	1.600
Belting		5 per ct.
Betel-nut husk:		
Dried	per picul	.077
Fresh	do	.018
Betel-nut leaves, dried	do	.045
Betel nuts:		
Dried	do	.225
Fresh	do	.018
Bezoar cow, Indian		5 per ct.
Bicho de Mar:		
Black	per picul	1.600
White	do	.700
Bicycle materials		5 per ct.
Bicycles	each	3.000
Birds' nests:		
First quality	per catty	1.400
Second quality	do	.450
Third quality	do	.150
Blue:		
Paris	per picul	1.500
Prussian	do	1.500
Bones, tiger	do	2.500
Books:		
Chinese		Free.
Printed, and charts, maps, newspapers, and periodicals		Free.
Borax:		
Crude	per picul	.610
Refined	do	1.460
Braid, llama	do	5.000
Bricks, fire		5 per ct.
Bronze powder	per picul	2.200
Butter in tins, jars, and other packages	do	2.000
Buttons:		
Agate and porcelain	per 12 gross	.010
Brass and other kinds (not jewelry)	per gross	.020
Byrrh. *See* Wines, etc.		
Camphor	per picul	1.650
Camphor baroos:		
Clean	per catty	2.450
Refuse		5 per ct.
Candles:		
9-ounce	per case of 25 packages of 6 candles	.075
12-ounce	do	.100
16-ounce	do	.133
All kinds, differently packed	per picul	.750
Other weights, duty in proportion.		
Canes:		
Bamboo	per thousand	.400
Coir—		
1 foot long	per picul	.200
5 feet long	per thousand	.300
Canned fruits, vegetables, etc. (all weights and measures approximate):		
Table fruits (apples, apricots, grapes, peaches, pears, and plums), per dozen 2½-pound cans		.065
Pie fruits (apples, apricots, grapes, peaches, pears, and plums), per dozen 2½-pound cans		.057
Preserved fruits in glass bottles, jars, cardboard, or wooden boxes, including weight of immediate package	per picul	.650
Asparagus	per dozen 2½-pound tins	.118
Corn	per dozen 2-pound tins	.054
Pease	do	.060
String beans	do	.054
Tomatoes	per dozen 2½-pound tins	.054
All other vegetables preserved in tins, bottles, or jars, including weight of immediate package	per picul	.525
Tomato sauce and catsup—		
½-pint bottles	per dozen	.054
1-pint bottles	do	.087
Jams and jellies—		
1-pound tins, bottles, or jars	do	.060
2-pound tins, bottles, or jars	do	.118
Milk (including condensed)	per case of 4 dozen 1-pound tins	.250
Cream, evaporated—		
4 dozen pints (family size)	per case	.230
2 dozen quarts (hotel size)	do	.260

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[a] Value of haikwan tael, January 1, 1904, 69.8 cents.

NEW IMPORT TARIFF OF CHINA—Continued.

Article	Unit	Haikwan taels.
Canned fruits, vegetables, etc.—Continued.		
Canned meats—		
Bacon or ham, sliced—		
Half-pound tins	per dozen	0.077
1-pound tins	do.	.144
Dried beef, sliced	per dozen 1-pound jars	.144
Mince-meat—		
1½-pound pails	per dozen	.100
3-pound pails	do.	.181
Kits (half barrels and barrels)	per picul	.729
Pork and beans, plain or with tomato sauce—		
1-pound tins	per dozen	.040
2-pound tins	do.	.075
3-pound tins	do.	.085
Potted and deviled meat—		
Quarter-pound tins	do.	.022
Half-pound tins	do.	.042
Potted and deviled poultry and poultry and meat combined—		
Quarter-pound tins	per dozen	.042
Half-pound tins	do.	.072
Soup and bouilli—		
2-pound tins	do.	.101
6-pound tins	do.	.244
Tamales, chicken—		
Half-pound tins	do.	.051
1-pound tins	do.	.080
Tongues of every description—		
Half-pound tins	do.	.098
1-pound tins	do.	.204
1¼-pound tins	do.	.287
2-pound tins	do.	.333
2½-pound tins	do.	.445
3-pound tins	do.	.515
3¼-pound tins	do.	.545
All other canned meats, including game, of every description, with or without vegetables—		
Half-pound tins	per dozen	.052
1-pound tins	do.	.063
2-pound tins	do.	.120
4-pound tins	do.	.210
6-pound tins	do.	.370
14-pound tins	do.	.810
Canvas and cotton duck, not exceeding 36 inches wide	per yard	.010
Capoor cutchery		5 per ct.
Cardamoms:		
Superior, and amomums	per picul	10.000
Inferior, or grains of paradise	do.	1.000
Husk	do.	.250
Cards, playing		5 per ct.
Cassia:		
Buds	per picul	.750
Lignea	do.	.920
Twigs	do.	.170
Cement	per cask of 3 piculs	.150
Cereals and flour (including barley, maize, millet, oats, paddy, rice, wheat, and flour made therefrom; also buckwheat and buckwheat flour, corn flour and yellow corn meal, rye flour, and hovis flour, but not including arrowroot and arrowroot flour, cracked wheat, germea, hominy, pearl barley, potato flour, quaker oats, rolled oats, sago and sago flour, shredded wheat, tapioca and tapioca flour, and yam flour).		Free.
Chairs, Vienna bent-wood	per dozen	.800
Charcoal	per picul	.030
Cheese		5 per ct.
Chestnuts	per picul	.180
China root, whole, sliced, or in cubes	do.	.650
China ware, coarse and fine		5 per ct.
Chloride of lime	per picul	.300
Chocolate, sweetened	per pound	.012
Cigarettes:		
First quality (value exceeding 4.50 taels per thousand), per thousand		.500
Second quality (value not exceeding 4.50 taels per thousand), per thousand		.090
Cigars	per thousand	.500
Cinnabar	per picul	3.750
Cinnamon	do.	4.000
Clams, dried	do.	.550
Clocks of all kinds		5 per ct.
Cloves	per picul	.630
Cloves, mother	do.	.360
Coal:		
Asiatic	per ton	.250
Other kinds	do.	.600
Asiatic, briquettes	do.	.500
Cochineal		5 per ct.
Cockles:		
Dried	per picul	.500
Fresh	do.	.050
Cocoa	do.	3.600
Coffee	do.	1.000
Coir canes:		
1 foot long	per picul	.200
5 feet long	per thousand	.300
Coke:		
Asiatic	mper ton	.500
Other kinds	do.	.900
Compoy	per picul	2.000
Coral	per catty	1.110
Coral beads	do.	.750
Coral, broken and refuse	do.	.550
Cordage of all kinds		5 per ct.
Cornelian beads	per picul	7.000
Cornelian stones, rough	per hundred	.300
Corundum sand	per picul	.195
Cotton piece goods:		
Gray shirtings or sheetings, not exceeding 40 inches wide and not exceeding 40 yards long—		
(*a*) Weight 7 pounds and under	per piece	.050
(*b*) Weight over 7 pounds and not over 9 pounds	do.	.080
(*c*) Weight over 9 pounds and not over 11 pounds	do.	.110
(*d*) Weight over 11 pounds	do.	.120

Article	Unit	Haikwan taels.
Cotton piece goods—Continued.		
Imitation native cotton cloth (hand-made), gray or bleached—		
(*a*) Not exceeding 20 inches wide and not exceeding 20 yards long; weight 3 pounds and under	per piece	0.027
(*b*) Exceeding 20 inches wide		5 per ct.
White shirtings, white Irishes, white sheetings, white brocades, and white striped or spotted shirtings, not exceeding 37 inches wide and not exceeding 42 yards long	per piece	.135
Drills, gray or white, not exceeding 31 inches wide and not exceeding 40 yards long—		
(*a*) Weight 12¾ pounds and under	per piece	.100
(*b*) Weight over 12¾ pounds	do.	.125
Jeans, gray or white—		
(*a*) Not exceeding 31 inches wide and not exceeding 30 yards long	per piece	.090
(*b*) Not exceeding 31 inches wide and not exceeding 40 yards long	per piece	.120
T-cloths, gray or white—		
(*a*) Not exceeding 34 inches wide and not exceeding 24 yards long	per piece	.070
(*b*) Not exceeding 34 inches wide and exceeding 24 yards, but not exceeding 40 yards long	per piece	.135
(*c*) Exceeding 34 inches but not exceeding 37 inches wide and not exceeding 24 yards long	per piece	.080
Crimp cloth and crape, plain—		
(*a*) Not exceeding 30 inches wide and not exceeding 6 yards long	per piece	.027
(*b*) Not exceeding 30 inches wide, exceeding 6 yards but not exceeding 10 yards long	per piece	.035
(*c*) Not exceeding 30 inches wide but exceeding 10 yards long, per yard		.003½
White muslins, white lawns and white cambrics: not exceeding 46 inches wide and not exceeding 12 yards long	per piece	.032
Mosquito netting, white or colored: not exceeding 90 inches wide, per yard		.010
Lenos and balzarines, white, dyed, or printed: not exceeding 31 inches wide and not exceeding 30 yards long	per piece	.090
Leno brocades and balzarine brocades, dyed		5 per ct.
Prints—		
(*a*) Printed cambrics, lawns, or muslins: not exceeding 46 inches wide and not exceeding 12 yards long	per piece	.037
(*b*) Printed chintzes, printed crapes, printed drills, printed furnitures, printed shirtings, printed T-cloths (including those goods known as blue and white printed T-cloths), printed twills, but not including goods mentioned in (*e*) and (*h*)—		
1. Not exceeding 20 inches wide		5 per ct.
2. Exceeding 20 inches but not exceeding 31 inches wide and not exceeding 30 yards long	per piece	.080
(*c*) Printed crimp cloth—		
1. Not exceeding 30 inches wide and not exceeding 6 yards long	per piece	.027
2. Not exceeding 30 inches wide, exceeding 6 yards but not exceeding 10 yards long	per piece	.035
3. Not exceeding 30 inches wide but exceeding 10 yards long, per yard		.003½
(*d*) Printed lenos and balzarines, not exceeding 31 inches wide and not exceeding 30 yards long	per piece	.090
(*e*) Printed sheetings, not exceeding 36 inches wide and not exceeding 43 yards long	per piece	.185
(*f*) Printed Turkey reds, of all kinds, not exceeding 31 inches wide and not exceeding 25 yards long	per piece	.100
(*g*) Printed sateens, printed satinets, printed reps, printed cotton lastings, including all cotton piece goods which are both dyed and printed, except those specified in (*f*) and (*h*), and including any special finish, such as mercerized finish, schreiner finish, gassed finish, silk finish, or electric finish, not exceeding 32 inches wide and not exceeding 32 yards long	per piece	.250
(*h*) Duplex prints or reversible cretonnes (not including those goods known as blue and white printed T-cloths)		5 per ct.
Dyed cottons—		
(*a*) Dyed plain cottons, *i. e.*, without woven or embossed figures (including plain Italians, lastings, reps, and ribs, and all other dyed plain cottons not otherwise enumerated, and including any special finish, such as mercerized finish, schreiner finish, gassed finish, silk finish, or electric finish), not exceeding 36 inches wide and not exceeding 33 yards long	per piece	.240
(*b*) Dyed figured cottons, *i. e.*, with woven or embossed figures (including figured Italians and lastings, figured reps, and figured ribs, and all other dyed figured cottons not otherwise enumerated, and including any special finish, such as mercerized finish, schreiner finish, gassed finish, silk finish, or electric finish), not exceeding 36 inches wide and not exceeding 33 yards long	per piece	.150
(*c*) Dyed crimp cloth—		
1. Not exceeding 30 inches wide and not exceeding 6 yards long	per piece	.027
2. Not exceeding 30 inches wide, exceeding 6 yards but not exceeding 10 yards long	per piece	.035
3. Not exceeding 30 inches wide but exceeding 10 yards long	per yard	.003½
(*d*) Dyed drills, not exceeding 31 inches wide and not exceeding 43 yards long	per piece	.170
(*e*) Dyed lenos and balzarines, not exceeding 31 inches wide and not exceeding 30 yards long	per piece	.090
(*f*) Dyed leno brocades		5 per ct.
(*g*) Dyed muslins, lawns, and cambrics, not exceeding 46 inches wide and not exceeding 12 yards long	per piece	.037
(*h*) Dyed shirtings and sheetings, not exceeding 36 inches wide and not exceeding 43 yards long	per piece	.150
(*i*) Hongkong-dyed shirtings, not exceeding 36 inches wide and not exceeding 20 yards long	per piece	.100
(*j*) Dyed cotton cuts, not exceeding 36 inches wide and not exceeding 5¼ yards long (N. B.—The pro rata rule does not apply.)	per piece	.022½
(*k*) Dyed T-cloths (including dyed alpacianos), dyed real and imitation Turkey reds of all kinds, not exceeding 32 inches wide and not exceeding 25 yards long—		
1. Weight 3¼ pounds and under	per piece	.060
2. Weight over 3¼ pounds	do.	.100

NEW IMPORT TARIFF OF CHINA—Continued.

Cotton piece goods—Continued.	Haikwan taels.
Flannelettes and cotton Spanish stripes—	
(*a*) Cotton flannel, Canton flannel, swan's-down, flannelettes, and raised cotton cloths of all kinds, plain, dyed, and printed—	
1. Not exceeding 36 inches wide and not exceeding 15 yards long per piece..	0.065
2. Not exceeding 36 inches wide, exceeding 15 yards but not exceeding 30 yards long per piece..	.130
(*b*) Dyed cotton Spanish stripes—	
1. Not exceeding 32 inches wide and not exceeding 20 yards long per piece..	.085
2. Exceeding 32 inches but not exceeding 64 inches wide and not exceeding 20 yards long per piece..	.170
Colored woven cottons, *i. e.*, dyed in the yarn, except crimp cloth...	5 per ct.
Crimp cloth—	
(*a*) Not exceeding 30 inches wide and not exceeding 6 yards long, per piece	.027
(*b*) Not exceeding 30 inches wide and exceeding 6 yards but not exceeding 10 yards long per piece..	.035
(*c*) Not exceeding 30 inches wide but exceeding 10 yards long, per yard	.003½
Velvets and velveteens, velvet cords, and fustians—	
(*a*) Velvets and velveteens, plain—	
1. Not exceeding 18 inches wide per yard..	.006
2. Exceeding 18 inches but not exceeding 22 inches wide, per yard	.007
3. Exceeding 22 inches but not exceeding 26 inches wide, per yard	.008
(*b*) Velvets and velveteens, printed or embossed, not exceeding 30 inches wide per yard..	.015
(*c*) Dyed velvet cords, dyed velveteen cords, dyed corduroys, dyed fustians of any description, not exceeding 30 inches wide, per yard	.015
Blankets, cotton, plain, printed, or jacquard per piece..	.030
Handkerchiefs, cotton—	
(*a*) Plain, dyed, or printed, not embroidered, hemstitched or initialed, not exceeding 1 yard square per dozen..	.020
(*b*) All other handkerchiefs	5 per ct.
Singlets or drawers, cotton per dozen..	.125
Socks, cotton (including lisle thread)—	
First quality (*i. e.*, valued at 1 tael or over per dozen pairs), per dozen pairs	.075
Second quality (*i. e.*, valued at less than 1 tael per dozen pairs), per dozen pairs	.032
Towels, cotton—	
(*a*) Honeycomb or huckaback, plain or printed (dimensions exclusive of fringe)—	
1. Not exceeding 18 inches wide and not exceeding 40 inches long per dozen..	.020
2. Exceeding 18 inches wide and not exceeding 50 inches long per dozen..	.030
(*b*) All other towels	5 per ct.
Cottons, unclassed	5 per ct.
Cotton, raw per picul..	.600
Cotton thread:	
Ball thread, dyed or undyed do....	3.000
On spools—	
50 yards per gross..	.040
100 yards do....	.080
200 yards do....	.160
Cotton yarn:	
Gray or bleached per picul..	.950
Dyed	5 per ct.
Gassed	5 per ct.
Mercerized	5 per ct.
Woolloa or berlinette per picul..	3.500
Cow bezoar, Indian	5 per ct.
Crabs' flesh per picul..	.600
Crocodile (including armadillo) scales do....	2.725
Currants do....	.500
Cutch do....	.300
Cuttlefish do....	.667
Dyes, colors, and paints:	
Aniline	5 per ct.
Blue—	
Paris per picul..	1.500
Prussian do....	1.500
Bronze powder do....	2.200
Carthamin	5 per ct.
Chrome yellow	5 per ct.
Cinnabar per picul..	3.750
Gamboge do....	2.700
Green—	
Emerald do....	1.000
Schweinfurt, or imitation do....	1.000
Indigo—	
Dried, artificial, or natural	5 per ct.
Liquid—	
Artificial per picul..	2.025
Natural do....	.215
Paste, artificial do....	2.025
Lead—	
Red, dry or mixed with oil do....	.450
White, dry or mixed with oil do....	.450
Yellow, dry or mixed with oil do....	.450
Logwood extract do....	.600
Ocher do....	.600
Smalt do....	1.600
Ultramarine do....	.500
Vermilion do....	4.000
Imitation	5 per ct.
White zinc	5 per ct.
Paints, unclassed	5 per ct.
Elephants' teeth (other than tusks) and jaws, whole or part, per picul..	3.000
Elephants' tusks, whole or parts per catty..	.170
Emery cloth and sandpaper (sheets not exceeding 144 square inches), per ream	.250
Emery powder	5 per ct.
Enameled ironware:	
Mugs, cups, basins, and bowls, 9 inches or under in diameter, decorated or not decorated per dozen..	.050
Basins and bowls, over 9 inches in diameter, agate, blue and white, gray, mottled, not decorated per dozen..	.090

Enameled ironware—Continued.	Haikwan taels.
Basins and bowls, over 9 inches in diameter, decorated (with gold), per dozen	0.175
Basins and bowls, over 9 inches in diameter, decorated (without gold) per dozen..	.125
Enamel ware, unclassed	5 per ct.
Fans:	
Palm-leaf—	
Coarse per thousand..	.280
Fine do....	.450
Fancy do....	1.000
Paper or cotton, of all kinds do....	1.400
Silk	5 per ct.
Feathers:	
Kingfisher—	
Part skins (*i. e.*, wings, tails, or backs) per hundred..	.250
Whole skins do....	.600
Peacock	5 per ct.
Files. *See* Tools.	
Fire clay per picul..	.050
Firewood do....	.010
Fish:	
Cuttle do....	.667
Dried or smoked, in bulk (including stockfish but not including cuttlefish per picul..	.315
Fresh do....	.137
Maws do....	4.250
Salt do....	.160
Stock do....	.315
Fishskins do....	.600
Flints do....	.040
Flour. *See* Cereals.	
Flour, arrowroot, potato, sago, tapioca, yam	5 per ct.
Fungus or agaric per picul..	1.750
Fungus, white per catty..	.250
Galangal per picul..	.170
Gambier do....	.300
Gambier, false, or cunao (yam-root dyestuff) do....	.150
Gamboge do....	2.700
Gasoline or stove naphtha per 10 gallon drum..	.150
Ginseng:	
Crude—	
First quality (value exceeding 2 taels per catty) per catty..	.220
Second quality (value not exceeding 2 taels per catty) do....	.072
Clarified or cleaned—	
First quality (value exceeding 11 taels per catty) do....	1.100
Second quality (value exceeding 6 taels but not exceeding 11 taels per catty) per catty..	.375
Third quality (value exceeding 2 taels but not exceeding 6 taels per catty) per catty..	.220
Fourth quality (value not exceeding 2 taels per catty) do....	.080
Glass:	
Plate—	
Silvered per square foot..	.025
Unsilvered	5 per ct.
Window—	
Colored, stained, ground, or obscured per box of 100 sq. ft..	.350
Common, not stained, colored, or otherwise obscured do....	.170
Glass powder (*see* Match-making materials) per picul..	.110
Glue do....	.830
Gold thread, imitation. *See* Thread.	
Groundnuts per picul..	.150
Gum arabic do....	1.000
Gum benjamin do....	.600
Gum benjamin, oil of	5 per ct.
Gum dragon's blood per picul..	4.000
Gum myrrh do....	.465
Gum olibanum do....	.450
Gum resin do....	.187
Gutta-percha. *See* India rubber.	
Hair, horse do....	1.400
Hair, horsetails do....	2.500
Hams	5 per ct.
Handkerchiefs. *See* Cotton piece goods.	
Hartall or orpiment per picul..	.450
Hemp	5 per ct.
Hessians or burlaps, all weights per 1,000 yards..	2.850
Hide poison or specific	5 per ct.
Hides, buffalo and cow per picul..	.800
Hollow ware, cast, coated or tinned do....	.500
Hoofs, animal do....	.125
Hops	5 per ct.
Horns:	
Buffalo and cow per picul..	.350
Deer	5 per ct.
Rhinoceros per catty..	2.400
Hosiery. *See* Cotton piece goods (socks).	
India-rubber and gutta-percha articles (other than boots and shoes) ..	5 per ct.
India rubber and gutta-percha, crude per picul..	3.140
India-rubber boots per pair..	.080
India-rubber shoes do....	.020
India rubber, old (fit only for remanufacture) per picul..	.250
Indigo:	
Dried, artificial or natural	5 per ct.
Liquid—	
Artificial per picul..	2.025
Natural do....	.215
Paste, artificial do....	2.025
Ink, printing	5 per ct.
Isinglass (fish glue) per picul..	4.000
Isinglass, vegetable do....	1.750
Jams and jellies in tins, bottles, or jars:	
1-pound per dozen..	.060
2-pound do....	.118
Joss sticks per picul..	.640
Kerosene-oil cans and cases, empty per 2 cans in 1 case..	.005
Lace open work or insertion work of cotton, machine made:	
(*a*) Not exceeding 1-inch wide, outside measurement, per 12 dozen yards	.050
(*b*) Exceeding 1 inch but not exceeding 2 inches wide, outside measurement per 12 dozen yards..	.100
(*c*) Exceeding 2 inches but not exceeding 3 inches wide, outside measurement per 12 dozen yards..	.166

New Import Tariff of China—Continued.

Article	Unit	Haikwan taels.
Lace open work or insertion work of cotton, etc.—Continued.		
(*d*) Exceeding 3 inches wide, outside measurement, per 12 dozen yards		0.216
Lace open work or insertion work of any fibrous material except silk or cotton or imitation gold or silver thread:		
(*a*) Machine made	per catty	.500
(*b*) Handmade (including cotton)	do	2.400
Lacquer ware		5 per ct.
Lamps and their accessories		5 per ct.
Lamp wick	per picul	2.000
Lard, pure or compound	do	.600
Lead, red, white, yellow, dry or mixed with oil	do	.450
Leather:		
Belting		5 per ct.
Calf	per picul	7.000
Colored	do	7.000
Cow	do	2.500
Harness (not including enameled or pigskin)	do	3.000
Kid	do	7.000
Sole	do	2.500
Patent	do	7.000
All other kinds		5 per ct.
Lichees, dried	per picul	.450
Lily flowers, dried	do	.325
Lily seed (*i. e.* lotus nuts without husks)	do	1.000
Lime, chloride of	do	.300
Linen		5 per ct.
Liqueurs. *See* Wines, etc.		
Licorice	per picul	.500
Logwood extract	do	.600
Lotus nuts (*i. e.*, lily seeds with husks)	do	.400
Lucraban seed	do	.350
Lung-ngan pulp	do	.550
Lung-ngans, dried	do	.450
Macaroni and vermicelli, and similar pastes	do	.325
Mace		5 per ct.
Machines, sewing, hand or foot		5 per ct.
Madeira. *See* Wines, etc. (vins de liqueur).		
Malaga. *See* Wines, etc. (vins de liqueur).		
Malt	per picul	.370
Mangrove bark	do	.073
Manure, chemical		5 per ct.
Margarin, in tins, jars, or kegs	per picul	1.400
Marsala. *See* Wines, etc. (vins de liqueur).		
Matches:		
Rainbow or brilliant	per 50-gross boxes	1.500
Wax vestas, not exceeding 100 in a box	per 10-gross boxes	1.600
Wood, safety or other—		
Larg, boxes not exceeding 2½ by 1½ by ¾ inches, per 50-gross boxes		.630
Small, boxes not exceeding 2 by 1⅜ by ⅝ inches, per 100-gross boxes		.920
Boxes exceeding above sizes		5 per ct.
Match-making materials:		
Glass powder	per picul	.110
Phosphorus	do	4.125
Splints	do	.088
Wax, paraffin	do	.500
Wood shavings	do	.113
Mats:		
Coir (door)	per dozen	1.000
Formosa, grass (bed)	each	.050
Rush	per hundred	.500
Straw	do	.225
Tatami	each	.045
Matting:		
Coir, not exceeding 36 inches wide	per roll of 100 yards	2.750
Straw, not exceeding 36 inches wide	per roll of 40 yards	.250
Meats, in bulk:		
Beef, corned, pickled, in barrels	per picul	.375
Dry-salted meat, in boxes and barrels	do	.475
Dry sausages	do	.808
Ham and breakfast bacon, in boxes or barrels		5 per ct.
Lard, pure or compound	per picul	.600
Melon seeds	do	.250
Metals:		
Antifriction		5 per ct.
Antimony	per picul	.700
Brass and yellow metal—		
Bars and rods	do	1.150
Bolts and nuts and accessories	do	1.150
Foil	do	1.675
Nails	do	1.150
Screws		5 per ct.
Sheet, plates, and ingots	per picul	1.150
Tubes	do	1.150
Wire	do	1.150
Copper—		
Bars and rods	do	1.300
Bolts, nuts, rivets, and washers		5 per ct.
Ingots	per picul	1.175
Nails	do	1.300
Sheets and plates	do	1.300
Slabs	do	1.175
Tacks		5 per ct.
Tubes		5 per ct.
Wire	per picul	1.300
Dross—		
Iron	do	.160
Iron and tin	do	.300
Tin	do	.500
German silver—		
Sheets	do	2.200
Wire	do	1.500
Iron and mild steel, new—		
Anchors, and parts thereof; mill iron; mill and ships' cranks, and forgings for vessels, steam engines, and locomotives (weighing each 25 pounds or over)	per picul	.265
Angles	do	.140
Anvils, and parts of	do	.400
Bar	do	.140
Bolts and nuts		5 per ct.
Metals—Continued.		
Iron and mild steel, new—Continued.		
Castings, rough	per picul	0.140
Chains, and parts of	do	.265
Cobbles and wire shorts	do	.130
Hoops	do	.140
Kentledge	do	.075
Nail rod	do	.140
Nails—		
Wire	do	.200
Other kinds		5 per ct.
Pig	per picul	.075
Pipes and tubes		5 per ct.
Plate cuttings	per picul	.110
Plates and sheets	do	.140
Rails	do	.125
Rivets	do	.250
Screws		5 per ct.
Sheets and plates	per picul	.140
Tacks, blue, of all sizes	do	.400
Wire	do	.250
Iron, galvanized—		
Bolts and nuts		5 per ct.
Cobbles and wire shorts	per picul	.130
Sheets—		
Corrugated	do	.275
Plain	do	.275
Tubes		5 per ct.
Wire	per picul	.250
Wire shorts	do	.130
Iron, old, and scrap, of any description (fit only for remanufacture)	per picul	.090
Lead—		
Pigs	per picul	.285
Sheets	do	.330
Lead pipes	do	.375
Nickel, unmanufactured	do	2.600
Quicksilver	do	4.280
Spelter	do	.375
Steel—		
Bamboo	do	.250
Bars	do	.250
Plates and sheets	do	.250
Tool, and cast	do	.750
Wire and wire rope	do	.750
Steel, mild. *See* Iron.		
Tin—		
Compound		5 per ct.
Foil		5 per ct.
Sheets and pipes	per picul	1.725
Slabs	do	1.500
Tacks, blue, of all sizes	do	.400
Tinned plates—		
Decorated	do	.350
Plain	do	.290
White metal—		
Sheets	do	2.200
Wire	do	1.500
Yellow metal. *See* Brass.		
Zinc—		
Boiler plates	per picul	.600
Powder	do	.400
Sheets, including perforated	do	.520
Milk, condensed, in tins	per case of 4 dozen 1-pound tins	.250
Mineral waters	per 12 bottles or 24 half bottles	.050
Mirrors		5 per ct.
Morphia, in all forms	per ounce	3.000
Molding	per thousand feet	1.050
Mushrooms	per picul	1.800
Musical boxes		5 per ct.
Musk	per catty	9.000
Mussels, dried	per picul	.400
Needles:		
No. 7–0	per 100 mille	1.800
No. 3–0	do	1.500
Assorted, not including 7–0	do	.985
Nutgalls	per picul	.870
Nutmegs	do	1.500
Oakum	do	.500
Oil:		
Castor—		
Lubricating	do	.510
Medicinal	do	1.000
Clove	per catty	.150
Cocoanut	per picul	.400
Colza	per American gallon	.050
Engine—		
(*a*) Wholly or partly of mineral origin	do	.015
(*b*) All other kinds (except castor)	do	.025
Ginger	per picul	6.750
Kerosene	per case of 10 American gallons	.070
In bulk	per 10 American gallons	.050
Olive	per imperial gallon	.062
Sandalwood	per catty	.240
Wood	per picul	.500
Oil cans and cases (kerosene), empty	per 2 cans in 1 case	.005
Olives, fresh, pickled, or salted	per picul	.180
Opium	per picul, duty	30.000
	likin	80.000
Husk	per catty	.062
Orange peel	per picul	.800
Oysters, dried		5 per ct,
Packing, asbestus. *See* Asbestus.		
Packing, engine and boiler, all other kinds		5 per ct.
Paints. *See* Dyes, colors, and paints.		
Paper:		
Cigarette, not exceeding 2 by 4 inches	per 100,000 leaves	.125
Printing—		
Calendered and (or) sized	per picul	.700
Not calendered or unsized	do	.300
Writing or foolscap	do	1.200
All other kinds		5 per ct.

New Import Tariff of China—Continued.

Article	Unit	Haikwan taels.
Peel, orange	per picul..	0.800
Pepper:		
Black	do....	.760
White	do....	1.330
Perfumery		5 per ct.
Phosphorus	per picul..	4.125
Pitch	do....	.125
Plushes and velvets:		
(*a*) Plushes and velvets of pure silk	per catty..	.650
(*b*) Silk seal (with cotton back)	do....	.200
(*c*) Plushes and velvets of silk mixed with other fibrous materials (with cotton back)	per catty..	.150
(*d*) Plushes, all cotton (including mercerized)	do....	.110
(*e*) Velvets, cotton. *See* Cotton piece goods.		
Pork rind	per picul..	.500
Prawns, dried (*see also* Shrimps)	do....	1.000
Preserved fruits in glass bottles, jars, cardboard or wooden boxes, including weight of immediate package	per picul..	.650
Purses, leather (not including silver or gold mounted)	per gross..	.500
Putchuck	per picul..	.715
Raisins and currants	do....	.500
Rattan:		
Chairs		5 per ct.
Core	per picul..	.225
Skin	do....	.750
Rattans:		
Split	do....	.325
Whole	do....	.225
Resin	do....	.187
Ribbons, silk, silk and cotton, silk and other fibers, with or without imitation gold or silver thread	per catty..	.550
Rope		5 per ct.
Rose maloes	per picul..	1.000
Safflower	do....	.525
Sake:		
In barrels	do....	.400
In bottles	per 12 bottles or 24 half bottles..	.110
Saltpeter and nitrate of soda	per picul..	.325
Sand, red	do....	.045
Sandalwood	do....	.400
Sapan wood	do....	.112
Sea-horse teeth		5 per ct.
Seaweed:		
Cut	per picul..	.150
Long	do....	.100
Prepared	do....	1.000
Seed:		
Lily (*i. e.*, lotus nuts without husks)	do....	1.000
Lotus nuts (*i. e.*, lily seeds with husks)	do....	.400
Lucraban	do....	.350
Melon	do....	.250
Pine, or fir nut	do....	.200
Sesamum	do....	.200
Sharks' fins:		
Black	do....	1.608
Clarified or prepared	do....	6.000
White	do....	4.600
Shellac	do....	2.500
Shells:		
Mother-of-pearl	do....	.700
Other kinds		5 per ct.
Sherry. *See* Wines, etc. (vins de liqueur).		
Shoes and boots, india-rubber, for Chinese:		
Boots	per pair..	.080
Shoes	do....	.020
Shrimps, dried (*see also* Prawns)	per picul..	.630
Silk piece goods, all silk (including crape):		
(*a*) Plain	per catty..	.325
(*b*) Brocaded or otherwise figured	do....	.700
Silk piece goods, mixtures (*i.e.*, silk and cotton, or silk and other materials) (including crape, but not including mixtures with real or imitation gold or silver thread):		
(*a*) Plain	per catty..	.250
(*b*) Brocaded or otherwise figured	do....	.500
Silver thread, imitation. *See* Thread.		
Sinews:		
Buffalo and cow	per picul..	.550
Deer	do....	1.050
Singlets or drawers:		
Cotton	per dozen..	.125
Mixture		5 per ct.
Skins:		
Fish	per picul..	.600
Sharks		5 per ct.
Smalt	per picul..	1.600
Snuff		5 per ct.
Soap:		
Household and laundry (including blue mottled), in bulk, bars, and doublets weighing not less than one-half pound each	per picul..	.240
Toilet and fancy		5 per ct.
Socks, cotton (including lisle thread):		
First quality (*i. e.*, valued at 1 tael or over per dozen pairs), per dozen pairs		.075
Second quality (*i. e.*, valued at less than 1 tael per dozen pairs), per dozen pairs		.032
Soda:		
Ash	per picul..	.150
Bicarbonate	do....	.150
Caustic	do....	.225
Crystals	do....	.120
Crystals, concentrated	do....	.140
Soy	do....	.250
Spirits. *See* Wines, etc.		
Spirits of wine. *See* Wines, etc.		
Stick-lac	do....	.700
Stout. *See* Wines, etc.		
Sugar:		
Brown, up to No. 10 Dutch standard	do....	.190
Candy	do....	.300
White, No. 11 Dutch standard and over, including cube and refined	per picul..	.240
Sulphur and brimstone:		
Crude	per picul..	0.150
Refined	do....	.250
Sulphuric acid	do....	.187
Sunshades. *See* Umbrellas.		
Telescopes, binoculars, and mirrors		5 per ct.
Thread:		
Cotton—		
Balls, dyed or undyed	per picul..	3.000
Spools (50 yards)	per gross..	.040
Gold and silver—		
Imitation (on silk)		5 per ct.
Real		5 per ct.
Gold, imitation (on cotton)	per catty..	.125
Silver, imitation (on cotton)	do....	.090
Tiles 6 inches square	per hundred..	.600
Timber:		
Beams—		
Hard wood	per cubic foot..	.020
Soft wood (including Oregon pine and California redwood, on a thickness of 1 inch)	per 1,000 superficial feet..	1.150
Teak wood	per cubic foot..	.081
Laths	per thousand..	.210
Masts and spars—		
Hard wood		5 per ct.
Soft wood		5 per ct.
Piles and piling (including Oregon pine and California redwood, on a thickness of 1 inch)	per 1,000 superficial feet..	1.150
Planks—		
Hard wood	per cubic foot..	.020
Teak wood	do....	.081
Planks and flooring—		
Soft wood (including Oregon pine and California redwood, and allowing 10 per cent of each shipment to be tongued and grooved, on a thickness of 1 inch)	per 1,000 superficial feet..	1.150
Soft wood (tongued and grooved, in excess of above, 10 per cent).		5 per ct
Railway sleepers		5 per ct.
Teak-wood lumber, of all lengths and description	per cubic foot..	.081
Tinder	per picul..	.350
Tin foil		5 per ct
Tobacco:		
Leaf	per picul..	.800
Prepared—		
In bulk	do....	.950
In tins or packages under 5 pounds each		5 per ct.
Tools:		
Axes and hatchets	per dozen..	.500
Files, file blanks, rasps, and floats, of all kinds—		
Not exceeding 4 inches long	do....	.040
Exceeding 4 inches and not exceeding 9 inches long	do....	.072
Exceeding 9 inches and not exceeding 14 inches long	do....	.168
Exceeding 14 inches long	do....	.224
Tortoise shell	per catty..	.450
Trimmings:		
Bead		5 per ct.
Cotton (pure or mixed with other materials but not silk)		5 per ct.
Cotton (mixed with silk and imitation gold or silver thread)		5 per ct.
Tumeric	per picul..	.185
Turpentine	per gallon..	.036
Twine		5 per ct.
Ultramarine	per picul..	.500
Umbrella frames	per dozen..	.080
Umbrellas, parasols, and sunshades:		
With handles wholly or partly of precious metals, ivory, mother-of-pearl, tortoise shell, agate, etc., or jeweled		5 per ct.
With all other handles—		
Cotton	each..	.020
Mixtures, not silk	do....	.030
Silk and silk mixtures	do....	.080
Varnish, crude lacquer, gum lacquer, or oil lacquer		5 per ct.
Vaseline		5 per ct.
Vegetables, dried and salted or pickled, in bulk		5 per ct.
Vermicelli	per picul..	.325
Vermilion	do....	4.000
Vermuth. *See* Wines, etc.		
Watches, of all kinds.		5 per ct.
Waters, aërated and mineral	per 12 bottles or 24 half bottles..	.050
Wax:		
Bees, yellow	per picul..	1.600
Japan	do....	.650
Paraffin	do....	.500
Sealing		5 per ct.
White		5 per ct.
Wines, etc.:		
Champagnes and all other sparkling wines, in bottles, per case of 12 bottles or 24 half bottles		.650
Still wines, red or white, exclusively the produce of the natural fermentation of grapes—		
(*a*) Having less than 14° of alcohol—		
1. In bottles	per case of 12 bottles or 24 half bottles..	.300
2. In bulk	per imperial gallon..	.025
(*b*) Having 14° or more of alcohol; also vins de liqueur other than port—		
1. in bottles	per case of 12 bottles or 24 half bottles..	.500
2. In bulk	per imperial gallon..	.150
Port wine—		
In bottles	per case of 12 bottles or 24 half bottles..	.700
In bulk	per imperial gallon..	.175
Vermuth and byrrh	per case of 12 liters..	.250
Sake:		
In barrels	per picul..	.400
In bottles	per case of 12 bottles or 24 half bottles..	.110
Brandies and whiskies, in bulk	per imperial gallon..	.125
Brandy and cognac, in bottles	per case of 12 reputed quarts..	.500
Whisky, in bottles	do....	.350
Other spirits (gin, rum, etc.)—		
In bottles	do....	.200
In bulk	per imperial gallon..	.090
Spirits of wine, in packages of any description	do....	.028
Ales, beers, cider, and perry—		
In bottles	per case of 12 reputed quarts or 24 reputed pints..	.085
In casks	per imperial gallon..	.020

NEW IMPORT TARIFF OF CHINA—Continued.

Wines, etc.—Continued.		Haikwan taels.
Porters and stouts—		
In bottles	per case of 12 reputed quarts or 24 reputed pints..	0.100
In casks	per imperial gallon..	.025
Liqueurs		5 per ct.
Wood:		
Camagon	per picul..	.090
Ebony	do....	.200
Fragrant		5 per ct.
Garoo	per catty..	.100
Kranjce		5 per ct.
Laka	per picul..	.125
Lignum-vitæ		5 per ct.
Puru	per picul..	.075
Red	do....	.200
Rose	do....	.200
Sandal	do....	.400
Sapan	do....	.112
Scented		5 per ct.
Shavings, Hinoki	per picul..	1.000
Woolen and cotton mixtures:		
Flannel (woolen and cotton), not exceeding 33 inches wide, per yard		.015
Italian cloth, plain or figured, having warp entirely cotton and all one color, and weft entirely wool and all one color, not exceeding 32 inches wide and not exceeding 32 yards long	per piece..	.372
Poncho cloth, not exceeding 76 inches wide	per yard..	.030
Spanish stripes (woolen and cotton), not exceeding 64 inches wide, per yard		.014
Union cloth, not exceeding 76 inches wide	per yard..	.030
Woolen and cotton mixtures, unclassed, including alpacas, lusters, Orleans, Sicilians, etc		5 per ct.
Woolen manufactures:		
Blankets and rugs	per pound..	.020
Broadcloth, not exceeding 76 inches wide	per yard..	.047½
Bunting, not exceeding 24 inches wide and not exceeding 40 yards long	per piece..	.200
Camlets, Dutch, not exceeding 33 inches wide and not exceeding 61 yards long	per piece..	1.000
Camlets, English, not exceeding 31 inches wide and not exceeding 61 yards long	per piece..	.500
Flannel, not exceeding 33 inches wide	per yard..	.015
Habit cloth, not exceeding 76 inches wide	do....	.047½
Lastings, plain, figured or craped, not exceeding 31 inches wide and not exceeding 32 yards long	per piece..	.450
Llama braid	per picul..	5.000
Long ells, not exceeding 31 inches wide and not exceeding 25 yards long	per piece..	.250
Medium cloth, not exceeding 76 inches wide	per yard..	.047½
Russian cloth, not exceeding 76 inches wide	do....	.047½
Spanish stripes, not exceeding 64 inches wide	do....	.021
Woolens (unclassed)		5 per ct.
Woolen and worsted yarns and cords (not including Berlin wool), per picul		5.300
Berlin wool	per picul..	4.000
Wooloa or berlinette	do....	3.500
Worm tablets, in bottles, not exceeding 60 pieces	per dozen..	.035
Yarn:		
Asbestus	per picul..	2.250
Coir		5 per ct.
Cotton—		
Bleached or gray	per picul..	.950
Dyed		5 per ct.
Gray	per picul..	.950
Mercerized or gassed		5 per ct.
Wooloa or berlinette	per picul..	3.500
Wool, Berlin	do....	4.000
Woolen and worsted (not including Berlin wool)	do....	5.300

NOTE.—If any of the articles enumerated in this tariff are imported in dimensions exceeding those specified, the duty is to be calculated in proportion to the measurements as defined.

RULES.

Rule I.

Imports unenumerated in this tariff will pay duty at the rate of 5 per cent per ad valorem, and the value upon which duty is to be calculated shall be the market value of the goods in local currency. This market value, when converted into haikwan taels, shall be considered to be 12 per cent higher than the amount upon which duty is to be calculated.

If the goods have been sold before presentation to the customs of the application to pay duty, the gross amount of the bona fide contract will be accepted as evidence of the market value. Should the goods have been sold on c. f. and i. terms—that is to say, without inclusion in the price of duty and other charges—such c. f. and i. price shall be taken as the value for duty-paying purposes without the deduction mentioned in the preceding paragraph.

If the goods have not been sold before presentation to the customs of the application to pay duty, and should a dispute arise between customs and importer regarding the value or classification of goods, the case will be referred to a board of arbitration composed as follows:

An official of the customs, a merchant selected by the consul of the importer, and a merchant differing in nationality from the importer selected by the senior consul.

Questions regarding procedure, etc., which may arise during the sittings of the board shall be decided by the majority. The final finding of the majority of the board, which must be announced within fifteen days of the reference (not including holidays), will be binding upon both parties. Each of the two merchants on the board will be entitled to a fee of ten haikwan taels. Should the board sustain the customs valuation, or, in the event of not sustaining that valuation, should it decide that the goods have been undervalued by the importer to the extent of not less than 7½ per cent, the importer will pay the fees; if otherwise, the fees will be paid by the customs. Should the board decide that the correct value of the goods is 20 per cent (or more) higher than that upon which the importer originally claimed to pay duty, the customs authorities may retain possession of the goods until full duty has been paid and may levy an additional duty equal to four times the duty sought to be evaded.

In all cases invoices, when available, must be produced if required by the customs.

Rule II.

The following will not be liable to import duty: Foreign rice, cereals, and flour; gold and silver, both bullion and coin; printed books, charts, maps, periodicals, and newspapers; samples in reasonable quantities, and certified to be for show and not for sale; government stationery for consulates in China; passengers' baggage for bona fide private use; circulars, etc., distributed gratis by mercantile houses; and private effects (not including wines, stores, and tobacco) of individual foreigners imported by themselves for their own personal use and not for sale, provided that the customs authorities are satisfied that the articles in question fulfil these conditions.

A freight or part freight of duty-free commodities (personal baggage of less than twenty passengers and gold and silver bullion and foreign coins excepted) will render the vessel carrying them, though no other cargo be on board, liable to tonnage dues.

Drawbacks will be issued for ship's stores and bunker coal when taken on board.

Rule III.

Except at the requisition of the Chinese Government, or for sale to Chinese duly authorized to purchase them, import trade is prohibited in all arms, ammunition, and munitions of war of every description. No permit to land them will be issued until the customs have proof that the necessary authority has been given to the importer. Infraction of this rule will be punishable by confiscation of all the goods concerned. The import of salt is absolutely prohibited.

SHENG HSÜAN-HUAI
LÜ HAI-HUAN

Subject to the approval of His Imp. & Roy.
Apostolic Majesty's Government E v. HIRSCH
Ad referendum D. SIFFERT.
DR BOYÉ.
JAS. L. MACKAY
E. HIOKI,
M. ODAGIRI
J. YAMAOKA
Ad referendum advocaat F. B. v'JACOB
JOHN GOODNOW

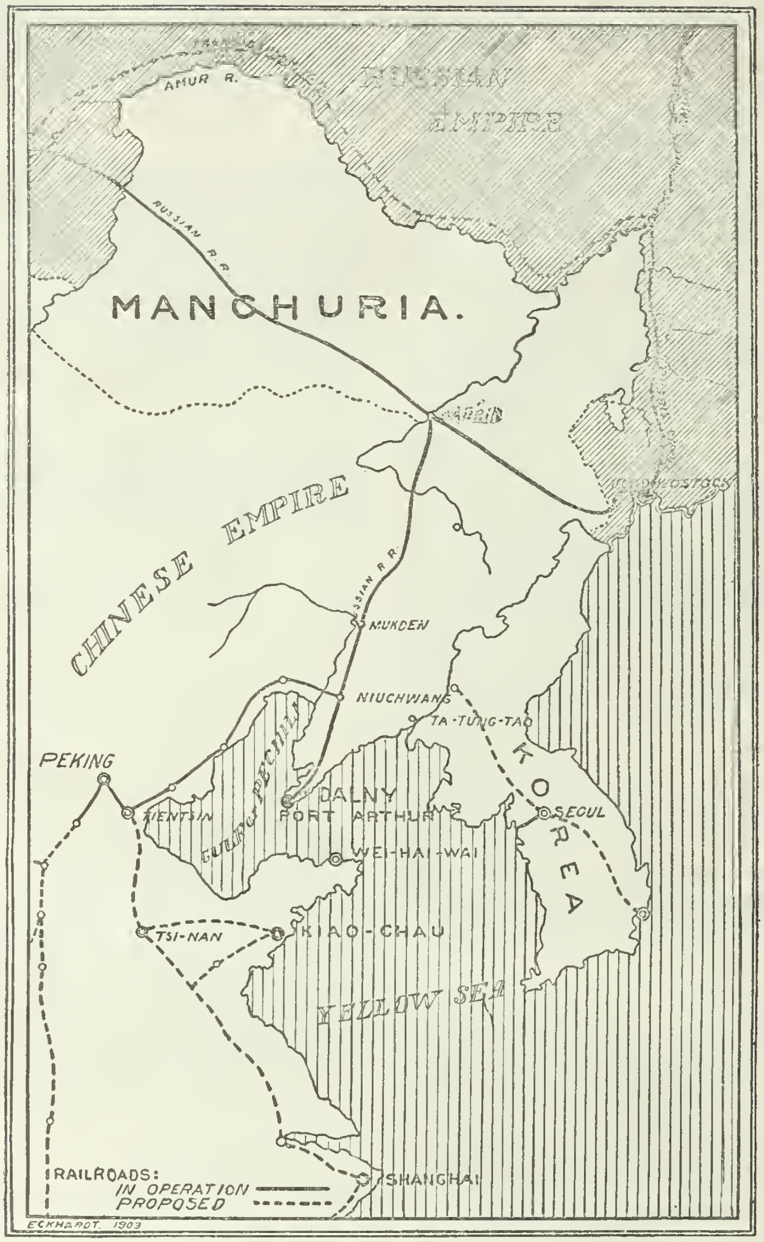
SHANGHAI, *August 29, 1902.*

YOUR EXCELLENCIES: With reference to the new tariff which has just been signed, this note puts on record that the following words have been erased from Rule II of the rules at the end of the tariff: "Samples in reasonable quantities and certified to be for show and not for sale; government stationery for consulates in China; passengers' baggage for bona fide private use; circulars, etc., distributed gratis of mercantile houses; and private effects (not including wines, stores, and tobacco) of individual foreigners imported by themselves for their own personal use and not for sale, provided that the custom authorities are satisfied that the articles in question fulfil these conditions; and also "personal baggage of less than twenty passengers; and."

It is understood between the foreign and Chinese commissioners that, though the above words have been eliminated from the rules, the matter therein referred to will be dealt with by the inspector-general of the Imperial maritime customs at his discretion, in accordance with the instructions issued by him subsequent to the final protocol of the 7th September, 1901.

We have the honour to be, your excellencies' obedient servants,

(Signed) HIRSCH.
(Signed) D. SIFFERT.
(Signed) DR. BOYÉ.
(Signed) JAS. L. MACKAY.
(Signed) E. HIOKI.
(Signed) J. YAMAOKA.
Advocaat
(Signed) F. B. V' JACOB.
(Signed) D. SIFFERT.
(Signed) JOHN GOODNOW.



MAP SHOWING LOCATION OF DALNY AND HARBIN.

UNITED STATES CONSULAR REPORTS ON COMMERCIAL CHINA.

LOCATION OF DALNY AND HARBIN.

The accompanying map shows the location of Dalny and Harbin. Dalny is on the eastern shore of the Liaotung Peninsula, about 20 miles from Port Arthur and within the territory leased by the Chinese Government to Russia on March 27, 1898, the lease being for a term of twenty-five years, to be subsequently extended by mutual agreement. The lease included 800 square miles of territory and all harbors between Port Arthur and Talienwan, the harbor of Port Arthur and a part of Talienwan to be for the sole use of Russian and Chinese men-of-war, Russia to have the privilege of extending its Trans-Siberian Railroad through Manchuria to Port Arthur and Talienwan. Harbin is in the interior of Manchuria, at the junction of the main line of railway and the Vladivostok section, and is built alongside the old town of Khulan.

THE BUILDING OF HARBIN.

[From Henry B. Miller, consul, Niuchwang, December 5, 1903.]

One of the greatest achievements in city construction that the world has ever witnessed is now going on in the heart of Manchuria.

In the building of such cities as Vladivostok, Dalny, and Port Arthur, Russia has demonstrated her power and purpose on the Pacific in line with the world's conception of her character; but in the construction of this wonderful city of Harbin she is displaying an altogether different type of activity from what we are prone to attribute to her.

It is in this city more than in all the others combined that Russia is asserting her intentions of becoming an active industrial force in the affairs of the Orient, and her people are already giving the place the title of the Moscow of Asia.

The city is located on the Sungari River, at the point where the Manchurian branch of the Siberian Railway crosses the stream and where the Chinese Eastern branch starts south to Dalny and Port Arthur. It is about 350 miles west of Vladivostok and 600 miles north of Port Arthur. Its location is the geographical center of Manchuria, and from present prospects it is to become the commercial center as well. The city is surrounded on all sides for hundreds of miles with a rich and productive agricultural country, producing corn, wheat, oats, barley, beans, millet, hemp, tobacco, vegetables, and some fruits. Minerals and timber and great areas of grazing lands also surround it.

At present the place consists of the old town, 3 miles from the central depot; Prestiu, or the river town, the present commercial center, and the administration town, in close proximity to the railway station. Before the railway engineers established this as their headquarters there was no native town in this vicinity, and the entire place is therefore a Russian product.

ADMINISTRATION.

It is as distinctly a Russian city as though it were located in the heart of Russia, and none but Russians and Chinese are permitted to own land, construct buildings, or engage in any permanent enterprise. The city has been created by the Russian Government, under the management of the Manchurian Railway Company. The land for many miles in each direction has been secured so as to make it impossible for any foreign influence to secure a profit or foothold close to the city, and foreigners are not recognized as having any rights whatever, but are permitted there by sufferance. The chief railway engineer is the administrator of the city, and up to the present time has had complete control of everything, but in the new scheme for the government of Manchuria some form of municipal organization will be permanently established.

POPULATION.

In 1900 the place began to assume importance as a center of railway management, and in 1901 the population had grown to 12,000 Russians; in 1902, to 20,000; by May, 1903, to 44,000; and in October, 1903, a census showed a population of 60,000, exclusive of soldiers. Of these, 400 are Japanese and 300 of all other nationalities, including Germans, Austrians, Greeks, and Turks. All the rest are Russians. There are no Americans.

The railway and administration employees, including families, constitute 11,000 of the population. The Chinese population is about 40,000, located in a special settlement. The ratio of women to men is as follows: Japanese, 120 per cent; Russians, 44 per cent; Chinese, 1.8 per cent; average of women, 14.3 per cent.

ADMINISTRATION IMPROVEMENTS.

Harbin is the center of the entire railway administration of Manchuria, and, as the Russian commercial enterprises of the Far East are under the direction of the railway company, it will also be the center of Russian industrial and commercial development. It is the headquarters of the civil courts and the chief military post, and the main center of control of all the vast army of railway guards. The administration city, therefore, consists of all the public and private buildings and shops necessary for these various departments. Residences for the employees cover the largest area of this division of this marvelous city.

The following are some of the principal buildings of the administration city:

BUILDING.	Cost of buildings.	
	Rubles.	*Dollars.*
Administration buildings, three stories in height, having a total floor space of 3,600 square sagene (176,400 square feet), to cost when finished	1,200,000	618,000
Railway shops	2,500,000	1,287,500
Hospitals	626,000	322,390
Commercial school and girls' school	500,000	257,500
Technical school	250,000	128,750
Eight schools for teaching Russians Chinese and for teaching Chinese Russian	96,000	49,440
Club and store for employees	370,000	190,550
Hotel	163,000	83,945
Russo-Chinese Bank	200,000	103,000

The total administration expenditure on the city has been 30,000,000 rubles ($15,450,000).

TRANSPORTATION.

Steamers.—The Sungari River is navigable with light-draft steamers and native craft for nearly 200 miles above the city, up both branches of the river, and much traffic has already developed on these streams, especially in wheat.

From Harbin to the Amur River, during the navigating season, which begins in April and ends November 1, good-sized river steamers run daily. These steamers are well fitted with good, comfortable cabins for first, second, and third class passengers. They carry large cargoes of freight and usually tow barges loaded with freight. From Harbin to seagoing steamers at the mouth of the Amur cargo is carried now at 14 kopecks per pood, or about $4 gold per ton. The Chinese Eastern Railroad Company and the Amur Steamship Company run good steamers on this line, and there are also several private boats covering the same route. All are loaded continually to their full capacity.

The steamers are mostly of the stern-wheel type, burning wood, such as are in operation on the western rivers in the United States, but as far as I could learn none are constructed of American-made machinery. The time usually required to go from Harbin to Harborofsk, at the mouth of the Ussuri River, on the Amur, is five days. At this place these steamers connect with trains for Vladivostok.

Railroads.—Going west from Harbin the train takes you by a branch line from the crossing of the headwaters of the Amur to Stretensk, the head of navigation of this great river, while the main line goes to Lake Baikal (Siberia) and Russia. Going east, the railway reaches the sea at Vladivostok over a grade that does not exceed in any place 13 feet to 1,000. Going south, the Chinese Eastern Railway meets seagoing ships at Niuchwang, Dalny, and

Port Arthur. The heaviest grade on this line is 9 feet to 1,000, and that for only a short distance and at rare intervals.

In October, 1903, the regular number of trains dispatched for through traffic was thirty per day. Eighteen local trains were dispatched in addition. These local trains connected the two extremes of the town, viz, the old town and Prestin with the administration part of the city.

Carriage and automobile service.—There are also about 400 neesshticks, or Russian carriages, for public use and the average earnings of these vehicles is 5 rubles ($2.58) per day.

There is also an automobile line ready to start four machines to operate between the old town and the administration city; each vehicle will carry ten persons. These machines are now on the ground and will carry passengers for 20 kopecks (10 cents) each way. This line is in connection with an electric tramway that is to run a loop line through the river town, or Prestin, and a double loop, or figure 8, line throughout the administration town. This is a private corporation, with a capital of 250,000 rubles ($128,750). The same company is to provide an electric-light system for all three sections of the city.

INDUSTRIES AND IMPROVEMENTS.

Harbin was started primarily as a military center and an administration town for the government and direction of railway affairs. Its growth into a splendid commercial and manufacturing city was not originally provided for by the promoters and it has been somewhat of a surprise to them, but the fever of making it a great Russian commercial and manufacturing city has now taken possession of the railway management, and every system of promotion and protection that can be devised to increase its growth along these lines is being energetically encouraged.

The capital for most of the private enterprises is furnished by Siberian Jews. Chinese are furnishing money for the construction of some of the finest private buildings, such as hotels, storerooms, etc. In the administration part of the city no private buildings of any kind are permitted.

The old town was the first to be laid out, and the land was sold to the public at the rate of 1 ruble (51.5 cents) per square sagene (49 square feet) the first year, but this rate is now increased to 3 rubles ($1.55) per square sagene. Following this, in 1901, the administration town was laid out and construction work began on buildings covering 20,000 square sagene (198,000 square feet). Later, the river town Preston was laid out, and in a very short time all of this was sold at a price of 17 rubles ($8.70) per square sagene, andrmost of it is now covered with substantial brick structures, the e being 850 buildings, constructed at a cost of 8,000,000 rubles ($4,120,000). Recently two very large additions were laid out adjoining the administration town, and the land has been sold at prices ranging from 5 to 15 rubles ($2.57 to $7.73) per square sagene. This was purchased largely by speculators and is being bought from them now at from 20 to 40 rubles ($10.30 to $20.60) per square sagene (49 square feet).

The administration has already received over 2,000,000 rubles ($1,030,000) for land sold to private parties. Many elegant residences and substantial structures are in course of construction in the additions adjacent to the administration town. A hotel and theater combined was built at a cost of 60,000 rubles ($30,900) and rented for 25,000 rubles ($12,875) per annum.

All of this land is secured on an eighty-six years' lease.

THE RUSSO-CHINESE BANK.

This is the only banking institution in the place, and it has an elegant home in a structure of stone that has a steam-heating and electric-lighting plant of its own. The building cost 200,000 rubles ($103,000). The business of the bank has increased 30 per cent during the past year, and its daily transactions, exclusive of railway and other Government accounts, amount to 400,000 rubles ($206,000). The bank makes no loans on realty, but advances from one-third to one-half capital for current substantial business. It is inaugurating a very efficient and active system of credits to Chinese merchants purchasing Russian goods for sale in Manchuria. In some cases as much as 200,000 rubles ($103,000) have been given in letters of credit to Chinese for purchases in Russia.

These experiments are proving profitable and satisfactory. The largest success is reported in cotton goods. Many large orders are now being placed in this line and a substantial trade is being created. These goods are brought into Manchuria via Vladivostok free of duty. So far, sugar has been the only article purchased on which the Chinese have lost money.

This system of advancing credit to Chinese merchants for the purchase of Russian goods prevails now generally throughout Manchuria, and it is by this method and by imports free of duty and favored rates over the railway that Russian cotton goods are likely to capture the great trade of Manchuria that is now largely in the hands of American manufacturers.

The Russo-Chinese Bank is also very generous to Chinese and Russian merchants in encouraging the purchase and shipping out of native products, but it is exclusive in its methods and will not encourage foreigners.

INDUSTRIES OF HARBIN.

Flour mills.—The leading industry of Harbin is the manufacture of flour. Eight mills are now in operation, all with modern European machinery with one exception, and that is a small one constructed with American machinery. Applications have been made and granted for the construction of two more large ones, and by the middle of 1904 10 mills will be in operation, producing 25,000 poods (902,800 pounds) of flour per day. They pay from 30 to 35 cents gold per bushel for their wheat delivered at the mills, and the wheat-producing area can be increased enormously. The present value of the flour mills in Harbin is 1,200,000 rubles ($618,000).

Brick manufacturing.—In the immediate vicinity of Harbin there are 200 brickmaking plants, the cost of which was 500,000 rubles ($257,500). Two of these plants were construeted by the administration, at a cost of 200,000 rubles ($103,000). Most of the brick produced are used in the construction of the city. A very good grade of red brick is produced and sold for 6.50 rubles ($3.35) per 1,000. Most of the work is done by Chinese, who are paid 35 kopecks (18 cents) per day.

Vodka.—The next industry of importance is the production of the Russian liquor, vodka. There are eight manufactories, constructed at a cost of 200,000 rubles ($103,000). Several of these produce vodka from spirits of wine and sugar brought from Russia; some produce only the spirits of wine from the local wheat, while others produce their spirits from local wheat and the vodka from their own manufacture of spirits. The consumption of vodka in Harbin alone is 1,000 vedro (2,707 gallons) per day, and the consumption throughout Manchuria is something enormous. In Russia the production is very heavily taxed and it costs 10 rubles ($5.15) per vedro (2.707 gallons), while in Harbin it sells at from 1.50 to 2.50 rubles (77 cents to $1.28) per vedro; this is for 40 per cent alcohol. To make 1 vedro of 96 per cent of spirits of wine requires 82 pounds of wheat. The bottles for this vodka are at present brought from Japan, but at Imonia—in Manchuria—the Russians are now building a large bottle and glass factory.

Breweries.—Three breweries are now in course of construction in Harbin to cost 200,000 rubles ($103,000). The Russians are great beer drinkers and produce in Russia very good beer, but it is not of the quality that bears shipping long distances, hence very little Russian beer is to be seen on the Pacific coast or anywhere in Manchuria. At the present time American beer has the best of the Manchurian market, as 150,000 dozen bottles are imported through one firm at Port Arthur every year. A fine quality of barley is produced in the Sungari Valley and these breweries will be able to buy it at about half the cost in the United States. There is little doubt but that the Russians will soon be producing all of the beer consumed in Manchuria. Our Pacific coast hop men ought to be able to sell them their hops, however.

Meat-packing establishments.—There are several companies engaged in this business, with plants costing altogether 250,000 rubles ($128,750). They cure hams, bacon, and all varieties of smoked meats and produce excellent articles. The hogs and cattle in this part of the country are grain fed and make splendid meats, and the Russians are experts in preparing it for markets.

THE BUILDING OF DALNY.

[From M. M. Langhorne, commercial agent, Dalny, April 30, 1903.]

Since the article on Dalny by Mr. Henry B. Miller, United States consul at Niuchwang, which appeared in May, 1902, giving the interesting details of the beginning of the "Russian commercial seaport," the enormous work of building the foundation of a great commercial city has been continued by the engineers of the Chinese Eastern Railway Company, which spares neither expense nor labor in the development of this vast enterprise.

TOWNSHIP OF DALNY.

The township of Dalny comprises an area of 75 square versts (21,000 acres), and during the current year it is proposed to purchase an additional tract of 25 square verts (7,000 acres) on the northwest of the township.

The lands forming the township of Dalny were purchased in 1899 by the Chinese Eastern Railway Company from the local inhabitants at a price fixed by a committee of appraisers. On these grounds were formerly several small Chinese villages, the inhabitants of which were principally devoted to agriculture and fishing.

CITY OF DALNY.

The city of Dalny is picturesquely situated in an extensive valley which slopes gently down to the deep and well-protected bay of Talienwan, and is surrounded on three sides by a range of hills rising to a height of 800 feet. It is divided into three parts—the Administration City, the European and Commercial City, and the Chinese City.

Administration City.—The Administration City borders on the harbor and bay and is 108 acres in extent. All space in the Administration quarter is reserved for the use of the Chinese Eastern Railway Company and its officials. In this section are the residences and offices of the governor and other officials of the railway company. There are over 200 buildings erected, besides a large area of temporary structures for minor employees and workmen.

Among the principal buildings are 112 handsome brick and stone residences, the Administration Building, the port office, the sea going service office, the railway office, the Greek church and school buildings, the railway company's hospital (for 186 patients), the post, telegraph, and telephone offices, the Service Club and Concert Hall, the Yacht Club, Hotel Dalny, the Russo-Chinese Bank, police office and jail, the electric plant, machine shops, and the principal stores and shops.

The city is supplied with water and electric lights throughout, and has an adequate police force and fire brigade, which extend also to the Commercial City.

The permanent buildings of Dalny are at present confined almost entirely to the Administration quarter.

European and Commercial City.—The European and Commercial City, which has an area of 1,100 acres, borders on the harbor and extends to the range of hills on the south and east.

Along many of the principal avenues and streets of the Commercial City a large number of shops, stores, hotels, and dwelling houses have been built for the accommodation of both the large native population and foreigners. Most of these buildings, however, are only temporary. They are put up on the company's land with permission of the city authorities, and are to be removed in case the lots upon which they are built are sold or leased.

The most central part of the Commercial City is Nicolas place, from which ten avenues branch. Around this circle (which is 700 feet in diameter) it is intended that the public buildings, banks, hotels, and office buildings shall be erected. Nicolas place is connected with the piers and shipping quarter by Moscow avenue, which is to be the main business thoroughfare of the city.

The residential section is to be on the elevated ground of the European City.

Chinese City.—The Chinese quarter is separated from the Administration and European cities by the town park and nurseries, which are upon the site of an old Chinese village.

CLIMATE OF DALNY.

The climate of Dalny is agreeable, healthy, and dry. According to the weather bureau of Dalny, the temperature in winter for the last four years has not been below 19° C. (3° F. below zero. During very severe winters the bay becomes frozen, but ice breakers are to keep the channel and harbor open for navigation.

ADMINISTRATION.

The rules governing the building and administration of the township of Dalny are prescribed in the "temporary regulations governing the administration of the Kwangtung district," which were approved by the Emperor of Russia on August 16, 1899.

From 1899 to the beginning of 1902 the entire population of Dalny was composed of the employees and workmen of the Chinese Eastern Railway Company, and the functions of government were performed by a police justice. In 1902, owing to the growth of the city, the necessity for a higher executive officer was felt, and by an imperial edict of May 17, 1902, Mr. V. Sakharof, formerly chief engineer of the port, was appointed governor of the township.

The administration of Dalny is now vested in a town council, of which the governor is chairman. The town council is composed of six regular members and three substitutes. Three of the members must be Russian citizens, and one appointed by the Chinese Eastern Railway Company. The rights and powers of the town council and the rules governing the election of members thereof are prescribed in the "temporary regulations governing the administration of the Kwangtung district."

SALE OF LOTS.

Lots within the limits of the township of Dalny, with the exception of the Administration quarter and sites reserved for public grounds and buildings, are to be sold or leased at public auction, according to the rules approved by the Russian minister of finance. Both Russian subjects and foreigners have the privilege of buying or leasing lots. In the case of foreigners, the principles of reciprocation are observed according to existing treaties.

The lots are divided into four classes, according to their value, each class having a reserve or starting price, approved by the minister of finance. Not later than three years after receiving the certificate of sale or lease of lots, the owner or lessee must fulfill the conditions of the certificate relating to the erection of buildings upon the lots acquired.

The minimum expenditure upon buildings on lots, bought or leased, per square sagene (49 square feet) is:

CLASS.	Value.	
	Rubles.	*Dollars.*
First	15	7.72
Second	12	6.16
Third	9	4.63
Fourth	6	3.09

The first sale of lots in Dalny was on November 1, 1902, when 49 lots in the civil part of the Commercial City were sold. Twenty-five Russians and six Chinese were the purchasers. The area sold and the prices obtained were as follows:

CLASS.	Number of lots.	Total area.	Price.	Average price per square foot.
		Sq. feet.	*Dollars.*	*Cents.*
First	16	267,639	95,733	35
Second	33	557,699	123,234	22

On March 1, 1903, 24 lots in the Chinese quarter were sold, the starting price being 10 rubles ($5.15) per square sagene (11 cents per square foot).

Great interest is attached to the result of the coming sale, which will be on May 15, 1903, when 40 lots in the principal business section of the Commercial City will be sold.

POPULATION.

The population of Dalny on January 1, 1903, according to the official census, was 41,260, divided as follows:

NATIONALTY.	Men.	Women.	Children.	Total.
Russian	1,894	672	543	3,113
Foreign	68	9	3	80
Japanese and Koreans	257	37	13	307
Chinese:				
In the city	24,010	1,860	569	26,439
In the township	5,678	2,754	2,889	11,321
Total	31,907	5,332	4,021	41,260

INDUSTRIES.

Among the principal industries now established in Dalny are:

The smaller dry dock, which was completed in the summer of 1902 and has since been in constant use. This dry dock is 380 feet long, 50 feet wide, and 18 feet deep, and with its electric pumps can be emptied in less than two hours.

In connection with the dry dock are the harbor repair shops, with a foundry, smithy, machine and fitting shop, boiler shop, etc. These shops, which are electrically driven and lighted, are fully equipped for the handling of repair jobs. Ship repairs are being continually executed, and castings up to 2½ tons have been made and machined. In another six months the newly erected machine shops will be fitted out for doing all classes of steamship, railway-engine, and car repairs.

The electric light and power station, which is considered the finest electric plant east of Singapore, was finished over a year ago. This plant, which is a model in every detail, is fitted with three of Ganz & Co.'s (Budapest) generators, with a total of 1,000 horsepower, and has a reserve space for additional machines to double its present capacity when required.

The cast-iron foundry, which is on the seaboard near the Chinese city, has a production of 150 tons a month, principally water pipes for the city mains and for shipment to the interior of the province, and general castings.

The city workshops for making and repairing tools, tram cars, and other implements used in the construction of the city.

The furniture shops and steam drying mills; the concrete block factory, where the stone and cement blocks which are used for the foundations of the piers and sea walls are made; the brickyards, tile factory, and limekilns, which produce the greater part of such materials as is used in the city, and a small gas works for supplying the gas buoys in the harbor.

BUILDING THE CITY.

In the construction of the city thousands of Chinese laborers are daily engaged in the enormous excavations, the making of streets and roads, and the completion of the work on the harbor. Numerous steam and tram lines are used for the conveying of earth and stone and for filling in the piers and water front.

The harbor is the scene of the greatest activity at present. The small harbor has been dredged to a depth of 18 feet, and the pier for coast steamers (which has been in use for over a year) is nearly completed and has a railroad to its end.

The work on the large dry dock is progressing rapidly. The cofferdam is built and the excavation well under way. This dry dock is to be 630 feet long, 88 feet wide, and 28 feet in depth, and will cost about 1,800,000 rubles ($927,000).

The eastern side of the large pier for ocean steamers is completed and in use nearly to its end. On the west side the walls are nearing completion, and one of the iron wharves for light-draft vessels is built. Three railway tracks connecting with the main line, and two storage warehouses, with a floor area of 19,600 square feet each, are completed. This pier is 1,925 feet long and 350 feet wide, and has a depth of water of from 18 to 28 feet, and when completed will contain seven railway tracks and nine large warehouses.

One can judge from this splendid pier how thoroughly and substantially the construction of the harbor is being done. The foundation is laid with 50-ton concrete blocks and the walls finished with the best of dressed granite.

For the outside pier the foundation only is laid. The wharf between the two piers is completed and in use. The foundation of the breakwater is finished for a distance of 2,800 feet, and the sea wall along St. Petersburg quay is built.

RAILWAY SERVICE.

The branch railway connecting Dalny with the main line of the Chinese Eastern Railway at Nangalin was built and formally operated by the engineers in charge of the construction of Dalny. At the beginning of the current year this branch road was given over to the control of the main line, and Dalny was connected by daily service of through trains with Port Arthur, Harbin, and Manchuria. Prior to this the Manchurian trains did not come to Dalny, passengers and freight being transferred at Nangalin. Besides the Manchurian service, there are now two daily trains between Dalny and Port Arthur, and two weekly express trains between Dalny, Moscow, and St. Petersburg.

On February 21, 1903, the first passenger express train from St. Petersburg and Moscow arrived at Dalny, and the weekly trans-Siberian express service was inaugurated. The demand for passages on this quick and comfortable route became so great that another train was soon added.

The trans-Siberian express leaves Dalny on Tuesdays and Saturdays, making the trip to Moscow—a distance of 5,375 miles, with a change of cars at Manchuria Station and Baikal—in thirteen and one-half days. The "Train de Luxe" is a solid vestibuled train, composed of coaches of the International Sleeping Car and Express Train Company, having first and second class compartment sleeping cars and dining car. The fare from Dalny to St. Petersburg is as follows:

CLASS.	Fare.	
	Rubles.	*Dollars.*
First	267.90	137.96
Second	178.60	91.97

STEAMSHIP SERVICE.

In November, 1902, the head office of the seagoing service of the Chinese Eastern Railway Company was transferred from Port Arthur to Dalny. The mercantile fleet of the seagoing service consists of 19 steamers, having a total net tonnage of 20,205 tons. These steamers are for the coast trade, but as yet all are not running on schedule time.

Of the company's ships there are, in addition to the express steamers to Shanghai and to Nagasaki, four steamers a week between Dalny, Port Arthur, and Chefoo; a fortnightly service between Dalny, Port Arthur, Chemulpo, and Shanghai; a direct line between Dalny and Hankau during the tea season; and occasional steamers bringing coal from Japan. With the exception of chartered vessels, none of the ships of the other coast lines call regularly at Dalny.

In conjunction with the trans-Siberian express trains, there is a weekly service between Dalny and Shanghai and Dalny and Nagasaki by the company's new express steamers *Manchuria* and *Mongolia*, which are equal in speed and comfort to the steamers of the mail lines, and make their trips to Shanghai and Nagasaki in thirty-six hours.

The schedule for these express steamers is arranged by the head office of the Chinese Eastern Railway Company at St. Petersburg to connect western Europe with Shanghai and Nagasaki in the shortest possible time. The trip from Shanghai or Nagasaki via Dalny and the Trans-Siberian railway system to London or Paris is now made in about eighteen days. Upon the completion of the railway around Lake Baikal (which is expected in a few months) the trip from Dalny to Moscow will be made without change of cars. Faster trains will then be run, and, it is stated by railway officials, the time reduced two or three days.

TRADE OF DALNY.

The total trade of Dalny for the year 1902, according to the statistics of the Chinese Eastern Railway Company, was:

Imports.—By steamers, $2,480,305; by junks, $333,511—total, $2,813,816; by rail (value not given), 9,937,368 pounds.

Exports.—By steamers and junks, $120,125.29; by rail (value not given), 47,662,092 pounds.

Imports by articles.—The principal imports were as follows:

ARTICLE.	Value.	ARTICLE.	Value.
	Dollars.		*Dollars.*
Coal (49,023 tons)	216,839.72	Groceries	72,541.87
Cement (112,750 barrels)	329,334.77	Beer	18,238.21
Timber	167.763.82	Hay and straw	11,960.12
Kerosene	33,929.75	Cattle	58,402.00
Flour	88,110.83	Granite and stone	31,795.07
Rice	39.705.99	Tea (in transit)	445,853.65
Manufactured goods	47,922.81		

Source of imports.—Of the imports, coal for the port and the southern division of the railroad is supplied by Japan. But little of the "Kai-ping" coal, from the Tungshan district, is used, and the Manchurian mines do not at present produce coal in sufficient quantities for the use of the railroad.

The cement is almost entirely Russian, being shipped by sea from Odessa and the Baltic ports. Most of the kerosene oil is also Russian.

The timber comes from the Yalu district, North Korea, and, in fair quantities, from Oregon.

American flour now controls this market, but the new Russian mills at Harbin are producing an excellent grade of flour, which may soon become a strong competitor for supremacy.

The manufactured goods and provisions are principally from Shanghai and other trade centers of the East.

Exports and reexports.—The diminutive exports from Dalny by steamers and junks might be classified as reexports. The native produce of Manchuria does not as yet find its way out through Dalny.

Among the exports by rail, cement and tea are by far the most prominent. Of the former, about 80,000 barrels were reshipped for use along the Manchurian Railway system. Tea is the only article which is being shipped through by the Trans-Siberian Railway in any quantities. According to the railway statistics, tea to the extent of 7,000,000 pounds was reexported in 1902. It is expected that a much larger portion of the tea destined for the European markets will pass through Dalny during the coming season.

The transit trade of Dalny will increase with greater railway accommodations and cheaper freight. At present few but the tea merchants can afford to ship their goods over the Manchurian and Siberian roads. It is predicted that Dalny will soon become the "Southampton of the East"—the great mail and passenger station.

Port Arthur, where many of the principal commercial firms of the Orient are established, is the business center of the Quangtung Peninsula. In Dalny are agents for the American Trading Company, the East Asiatic Trading Company, Kunst & Albers, and Ginsburg & Co., all well-known firms in Port Arthur and elsewhere, but the business of the city is almost entirely retail, the dealers being supplied chiefly by the large houses in Port Aurthur and Shanghai.

The commerce of Dalny may be said to begin in the present year, and with its railway and steamship connections, the excellent facilities for handling and reshipping cargoes, the low harbor dues, and the present absence of all customs duties, the trade report of Dalny for 1903 may be expected to show an increase in commerce which a port of its exceptional advantages demands.

ACKNOWLEDGMENT.

I wish to express my thanks to the governor of Dalny and his staff for their courtesy in supplying such figures and statistics as are used in this report.

INDUSTRIAL AND COMMERCIAL CONDITIONS IN MANCHURIA.

[From Henry B. Miller, consul, Niuchwang, December 5, 1903.]

Manchuria is productive in wheat, cattle, sheep, hogs, millet, barley, oats, corn, beans, furs, hides, wool, bristles, bean oil, bean cake, hemp, tobacco, and timber and has various undeveloped mineral resources. In fact, it has all the natural elements for the foundation of a great city.

RUSSIAN INVESTMENT IN MANCHURIA.

The chief engineer who was in charge of the construction of the Russian railways in Manchuria informed me that Russia had expended in railways in Manchuria 270,000,000 rubles ($139,050,000). Add to this her investments in fortifications and in the constructions of the cities of Port Arthur, Dalny, Harbin, and other places, and it is a very moderate estimate to place her investments in permanent properties in Manchuria at a total of 500,000,000 rubles ($257,500,000).

AMERICAN V. RUSSIAN TRADE IN MANCHURIA.

What is the meaning to the United States of all this progress of Russia on the Pacific—the building of such cities as Harbin and the political domination of the country? It has been recently asserted by prominent people that it signified an enlargement of the market for our goods, and that, of the present imports into Manchuria, 75 per cent were from the United States. General statements of this nature are easily made and easily believed, and without any careful examination into the details it has been the usual thing to assume that this development of Russia in Manchuria was certain to bring an increased market for the products of the United States. The subject has not yet been examined in all its phases as it should be, and as far as I know there is no one prepared by study and knowledge of all the details of the question to give a wise decision as to what the effect will be upon American trade from merely an economic point of view.

At the present time the principal imports from the United States into Manchuria stand in the following order: Cotton goods, kerosene, flour, lumber, canned and dried fruits and vegetables, beer, canned milk and butter, cigarettes, and sundries.

The exports from Manchuria to the United States are so small as to be a matter of no consequence.

PRINCIPAL AMERICAN IMPORTS.

Cotton goods.—In cotton goods Russia is anxious for the trade and is making every effort to secure the business and is becoming a serious competitor. Her advantages in this line are political, bank advances, and transportation. In a free contest, on purely economic lines, I think the United States can hold it. Russia favors the export of cotton goods into Persia by a heavy bounty, and just what she will do in order to secure this trade in Manchuria is not yet determined. At present she is providing a heavily subsidized steamship line to bring these goods to Dalny and Vladivostok, where they enter free of duty, and no doubt they receive preferential railroad rates from these into the interior, or will if necessary.

These things, together with the financial help of the Russo-Chinese Bank, have not yet been sufficient to do more than start the trade well, and they may have to resort to a bounty in addition, unless they can shut out foreign goods by a tariff.

The production of cotton goods in Russia is growing very fast, and as they have their designs on securing the trade of Manchuria in this line it is only reasonable to suppose that they will eventually secure the trade they are prepared to handle in any country over which they have control.

The following is from the pen of a well-known American writer, who has investigated the subject carefully and is thoroughly acquainted with the conditions of production and marketing of Russian cotton goods:

"There is considerable excitement just now about the Russian possession of Manchuria. * * * If Russia adopts the same methods as to other parts of Asia that she is now using in Persia, she will drive all other countries out of the market. She has now the monopoly of the cotton business of Persia, and she has gotten it by giving a bounty to her manufacturers. On every pound of Russian cotton goods sent to Persia the Moscow exporter gets an allowance of 3 cents from the Government. One cent covers the freight and he has 2 cents a pound profit, besides the usual profit on the goods. The English or German manufacturer has to pay full freight, with no rebate, and he can not compete. This same system will be adopted in China. * * * After the trade has been captured the rebate may be discontinued and the price will rise."

Kerosene.—This is the next in importance of American imports into Manchuria. Russian oil is already making very good headway in a free and equal competition with American oil. By forcing its use in all the cities of Manchuria, by special aid from the Russo-Chinese banks that are now established in all the principal cities, by preferential rates on the railway, by providing tank cars and tank stations along the railway line and refusing these advantages to American oil, it appears to me that Russian oil will have an absolute monopoly of the trade if full control of the country is secured to Russia.

Flour and lumber.—Concerning these products I have recently issued detailed reports, the summary of which indicates that the Russians have it in their power not only to capture our trade in Manchuria, but to become our most severe competitors in all the oriental markets.

Green and dried fruits and canned fruits and vegetables.—In all of these lines I find United States trade expanding considerably, and from every point of view within my observation I am induced to believe that the trade will have a large and permanent growth without danger of disastrous competition.

Beer.—Our trade in this article meets with the competition of Japanese and German beer, but it has been growing continually and is now greater than ever before. When the several breweries in course of construction at Harbin are in operation our trade in this line is most likely to suffer, and in time may give way entirely to the Russian product.

Condensed milk and butter.—In butter, the Siberian article is already capturing the Manchurian market, as it is being handled by the commercial department of the Chinese Eastern Railway. It may become a very aggressive competitor for the entire market of the Orient. In condensed milk we have a large and growing market, not only in Manchuria, but throughout the Orient. Should the Russian Government elect to engage in this business also, it has the advantage of very cheap milk in Siberia and one of the finest countries in the world in the valley of the Liao, together with cheap labor, to establish the industry on a basis that would make it a great rival for our condensed-milk trade with Japan and China.

Cigarettes.—Russian cigarettes are already securing much of the trade, and are now in greater evidence throughout the country than any other.

General.—At Harbin an agent of a New York firm informed me that American trade there was confined now to canned goods, including fruits, vegetables, milk, etc., beer, sole leather, carts, and a few lines of hardware.

People informed me that they had succeeded in substituting Russian engines and railway material for American and that the railway regulations now provided for the purchase of everything Russian, when possible, and that had cut off much American trade. They also said that they were succeeding in driving out American kerosene, flour, lumber, cotton goods, and other things, and that they hoped soon to provide Manchuria with all the things that now come from the United States.

United States trade in Manchuria with the Chinese amounted to several millions of dollars per year and was almost entirely imports. It had grown very fast and would have had an extended and most substantial increase without the Russian development, for the country was being improved and extensively developed, with a continual immigration from other provinces in China, before the railway construction began.

RUSSIA'S COMMERCIAL ADVANTAGES.

A study of conditions in Vladivostock, Harbin, and other districts is not particularly encouraging to the idea of extension of American trade in Manchuria in any line that Russia is prepared to supply. A knowledge of the earnest intention of the Russo-Chinese Bank to press the sale of Russian goods, a slight insight into the methods and determination of Russian railways to find a market for the products of Russia, and the interest displayed in developing resources along their lines for Russians and Chinese only, taken in connection with the natural wealth and resources of the country, do not favor the hope that under a Russian régime our trade in Manchuria will be as large as it was before.

If we take into further consideration the fact that the Russian Government, by subsidies and bounties and through its banks and railways, is engaging in industrial and commercial pursuits as a Government, and calculate the cheap food, cheap and reliable labor, and the vast mineral resources that she will have at her command on the Pacific, the question of the Manchurian market becomes comparatively insignificant, and we find ourselves face to face with the greater problem of the markets of all Asia.

With millions of cheap and efficient Chinese laborers, with vast coal fields bordering on the Pacific, with mountains of iron and copper, vast forests, and enormous areas of agricultural land, producing now the cheapest food in the world, what is to prevent Russia, if her apparent plans are realized, from becoming a dominating factor in the commercial development of the far east? One can not view the marvelous growth of a city like Harbin or observe the cities of Vladivostock, Dalny, and Port Arthur, and the great Siberian Railway without pondering seriously the meaning of it all in the future of Russia on the Pacific.

For the present the prospect is that we shall at least meet with such unfavorable conditions in Manchuria as will endanger our present lines of trade. Whether or not this will be compensated for by an increase in other lines is not at this time clear.

There ought to be, and most likely will be, a large trade in agricultural implements. Of foreign countries, Germany is securing the most of this trade now in Siberia and Manchuria, and there is no doubt whatever but that German trade is benefiting enormously by Russian domination of Manchuria. Next to the Germans come the Austrians, and next to them the Danish.

It is not in the least inspiring for an American to go through as busy and active a trade city as Harbin and find so few things from his country and not a single American citizen or progressive business house. The vision of 75 per cent of American imports into Manchuria dwindles to a most insignificant amount. When you see the great flour mills continually enlarging and increasing in number, when you see the numerous breweries being constructed, when you see Russian engines, and German, Austrian, and Danish machinery and products, and hear of the successful development of Russian lumber mills and the introduction of Russian cotton goods, and see in the Chinese stores Russian oil and cigarettes where before were American, and where you hunt with straining eyes to find something from the United States, one is not seriously impressed with the statement that, under Russian occupation, our imports into Manchuria are sure to increase.

Unfortunately, the only customs returns by which we can measure our trade year by year in Manchuria are from the port of Niuchwang, and even that is very imperfect, for the imports all come from Japan, Hongkong, and other Chinese ports, and the place of origin of the goods is not given in all cases. Goods are coming into Manchuria in great quantities through Port Arthur, Dalny, and Vladivostock continually, as well as through Niuchwang, but there is no means of securing a proper report of them.

LUMBER INDUSTRY OF MANCHURIA AND SIBERIA.

[From Henry B. Miller, consul, Niuchwang, November 4, 1903.]

There are many lumbering enterprises being established in Manchuria, Siberia, and Sakhalin, preparing to compete with the Pacific coast lumber.

The most important is the Russian Timber and Mining Company of the Far East, with headquarters at Port Arthur. This company is organized by some of the most prominent men connected with the Russian Government, and is reputed to have a capital of 20,000,000 rubles ($10,300,000). Its principal operations will be on the Yalu River, where it runs down timber from the forests of Korea as well as the large forests of Manchuria.

CHARACTER OF THE TIMBER.

I have been informed by men who have seen these forests that they are very extensive and contain immense quantities of exceedingly fine timber. There is much fine timber in this market from that locality, and it has been the source of supply for both this and the Tientsin market for ages.

The ocean and river junks are built of this timber, hewn out in large pieces, often 3 feet and more in width. There are about 25,000 of these junks trading at this port. The timber is mostly pine, very much like the white pine of the United States. This is the best quality of lumber that I have seen in China. The percentage of clear wood is not very large.

There is also considerable fir, usually much smaller than the pine, and also a timber similar to our tamarack. These are the three varieties from the Yalu district that I have seen. It is brought into this market and the other markets of China on junks, a photograph of which is inclosed. These junks when coming to this market usually sail in fleets as a means of protection against pirates, who often board them near the mouth of this river and rob them or levy tribute on them.

Most of this timber is driven or rafted down the Yalu in short lengths, and it is almost impossible to get long timbers from this district. The Chinese in their native affairs seldom use any but short timbers, and all the timber cut for Chinese consumption is cut into short lengths in the forests.

METHOD OF MANUFACTURE.

Up to the present the logs from this section have been cut into lumber by the whipsaw method, the natives using a thin and narrow saw blade, with teeth set so as to cut both ways. Where the Russians have charge of the native sawmills they have introduced large and heavy saws, cutting only on the downward stroke—such saws as are used in our country for whipsawing lumber. With these the native accomplish much more.

On the Yalu this old method is now to give way to another; Russia is to construct at the mouth of this river the third largest sawmill in the world. I have not been able to get the details or to ascertain whether the mill is to come from the United States or not, but it is certain that a great mill enterprise is already in process of construction. It is to be situated at one of the points of political controversy. It is at this place that the great naval battle between China and Japan was fought, the conclusion of which practically settled that war.

The establishment of this enterprise is very likely to influence the lumber trade of China to some extent, but more particularly in Manchuria and north China. I am inclined to the opinion that it will not seriously affect the trade in central China.

RUSSIAN LUMBER.

In addition to this competition—which is already supplying large quantities of timber and lumber to Port Arthur, Dalny, and Niuchwang and to the Chinese Eastern Railway—the Russians are now shipping to all of these places by steamer from Vladivostock and vicinity and the island of Sakhalin large quantities of lumber.

This lumber, so far as I have seen it, is of a rather inferior quality compared with the Yalu lumber; it is harder, coarser grained, warps and twists badly, and is difficult to work. Compared with the Yalu timber it is about like the Norway pine compared with the white pine. It is, in fact, very much like the poor grade of Norway pine. What I have seen may not be the best quality however. I am informed that the forests of Siberia and Sakhalin Island are quite extensive, and that the lumber production in that section is susceptible of great development.

This information I have from very reliable sources, but I can not write of it from personal observation. Mr. Clarkson, formerly of Portland, Oreg., has a sawmill and sash and door factory at or near Vladivostok and is reported to be having much success in this enterprise.

Another point of Russian competition in the lumber business is developing on the Sungari River, where the Chinese Eastern Railway crosses it, about 80 miles south of Harbin. Timber in considerable quantities is run down this river to this point and is being made into lumber by the Chinese method, several hundred men being engaged in the work. I am of the opinion that lumber from this source will never reach the sea in competition for the trade of China, but it will be a splendid source of supply for railway use and for the city of Harbin.

This timber, so far as I have been able to find out, is a fair grade of white pine, but the logs are all small. Whether this is due to the difficulties of driving on the stream or to the small growth in the forests I have not been able to learn.

HARBIN SAWMILLS.

Harbin is to-day only three years old, but it is one of the greatest cities of Asia, and has the largest European population of any Asiatic city, containing 60,000 Russians, besides the soldiers. At Harbin there are two small sawmills cutting timber from the Sungari River coming from below the city. On the railway line between Harbin and Vladivostok there are two large sawmills, the machinery for which cost, in place, 150,000 rubles ($77,250). These mills are engaged in cutting lumber at present for the railway and for the town of Harbin.

FUTURE OF THE INDUSTRY.

It is clear that Russia intends to provide for all the requirements of lumber in Manchuria and Siberia, with a possibility of entering the Chinese market.

The Government has established a ruling that all railway and Government supplies must be purchased from the Russian companies if possible. This is encouraging many industries in Manchuria, of which the lumber industry is one.

The recent purchase of considerable quantities of lumber from the United States was due to the haste in providing quarters for Russia's army in Manchuria.

The railway will require many ties, or sleepers, as these decay very fast, many having to be replaced before the railroad is completed. This is due to the fact that the railway is not yet ballasted, and the ties are laid deep in the earth and sand, not even the ends being exposed to the air. These ties are now coming in considerable quantities from Siberia and Japan, and I do not believe it possible for our country to compete for the trade.

The Russians are familar with the lumber, wheat, and flour business, and as they have the natural advantages and the earnest support of their banks, railways, and Government throughout Manchuria, I am convinced that their development of these industries is likely to soon close this market to our country in these products, and if they show intense energy and enterprise they will become severe competitors in great markets of China for flour especially, and possibly for lumber.

There is none of the lumber that I have yet seen equal to the Oregon pine, but much of it is good enough for the common markets of China and will be accepted for most purposes.

I do not know who is furnishing the mill and logging outfits for these Russian companies, but I believe that the machinery companies of the Pacific coast could secure this trade if they made the effort necessary.

The United States commercial agent at Vladivostok is the proper party to address in regard to the Russian Timber and Mining Company of the Far East, at Port Arthur.

WHEAT GROWING AND MILLING IN MANCHURIA.

[From Henry B. Miller, consul, Niuchwang, November 12, 1903.]

The Chinese Eastern Railway, the southeastern terminus of the great Siberian Railway, in its course through Manchuria to its end at Port Arthur passes through 1,000 miles of as continuously rich agricultural country as can be found anywhere in the world.

THE LIAO VALLEY.

The valley of the Liao River produces and exports $10,000,000 worth of food products each year. It is a country where crop failures and famine are almost unknown, and where production is as regular and constant as any place dependent on natural rainfall.

The country drained by this river and its tributaries is approximately 62,500 square miles. Some of it is mountainous, but the largest part of it is level land and rich rolling hills, susceptible of cultivation. Almost every acre through which the railway passes is under cultivation.

Character of the soil.—The soil is mostly a sandy loam, with a slight mixture of clay. Gravel and rock are seldom seen; it is, in fact, a serious problem with the railway to find enough along the line to provide ballast for the road.

The soil is as easily worked as an ash heap and produces enormous crops of beans and millet without apparently diminishing its fertility. Considerable of the land in this valley in Mongolia is in its native state, producing only native grasses as food for ponies, cattle, sheep, and goats. It is owned in large tracts and controlled by Mongol princes. This is a new field for the development of large tracts of land in which the modern steam plow and steam agricultural machinery will find ere long profitable employment.

Already there is talk among the Russians and Chinese about its development. As soon as the more available land is utilized in wheat production there is no doubt but branch lines of the Chinese Eastern Railway will be extended into this country and this land will be utilized in growing wheat. It is too near to the great and growing flour market in China to remain idle long.

The sandy loam deposit, the level land, and the abundance of water a few feet from the surface, together with the general climatic conditions, make a large part of this valley ideal in all of its characteristics for the production of alfalfa. After it has passed the intense period of wheat production which it is now just beginning, it will become especially noted for its production of alfalfa, milk, hogs, and beef. The advent of Russia into the valley, with the nature and character of her people, is sure to bring this about.

Principal products.—To-day the Liao Valley is the greatest in the world in the production of beans and millet, but in a very short time it will be great in the production of wheat as well, and then will gradually come the change suggested above.

The very extensive production of beans, used for food, for oil, and for bean-cake fertilizer throughout this section, makes the port of Niuchwang, at the mouth of the Liao River, the greatest bean market of the world.

Wheat for export.—This entire valley is an excellent wheat-producing country, and the building of modern flour mills and the splendid business they are doing is making such a demand for wheat that its production will be increased as fast as the mills require it. After the Chinese market is provided it may lead to production for export to Europe. This is already being considered, and it is possible that wheat exports from Manchuria to Europe may begin within two years, but it is most likely to take place first from the valley of the Sungari, on account of the greater cost of getting flour from there to the Chinese market.

The Liao River drains the southern section of Manchuria and a portion of Mongolia.

THE SUNGARI VALLEY.

The Sungari River emptying into the Amur is the waterway for the northern part of Manchuria and drains a district twice the size of the Liao watershed, but having little if any more first-class agricultural country tributary to it.

Climate.—The latitude is the same as the Dakotas, and the climate is very much the same.

Freezing weather begins about the 1st of November and thawing the last of March. The most disagreeable feature of the climate is the strong severe winds that prevail in winter and spring. The thermometer falls to 45° below zero at times for a very short period.

The natives do not seem to be distressed at this low temperature, but will be found on the roads with their teams at 4 o'clock in the morning hauling the products of their farms sometimes hundreds of miles to market.

The spring and summer are occupied in planting and cultivating the crops, the fall in harvesting, and the winter in hauling to market. Thus the animal and human forces are utilized with the utmost economy. The roads in winter are very good, and I am inclined to the opinion that the cheapest cart haul in the world is carried on during the winter in Manchuria.

Character of soil.—The soil of the valley is diversified to some extent, but the most of it is very heavy. Some of the richest sections are now rolling hills of black adobe. Red and brown clay soils are extensive and very productive. There is very little of the sedimentary formation such as composes the most of the Liao Valley.

Principal products.—The kiaoliang or tall millet that thrives so well in the Liao Valley is not thrifty in the Sungari Valley. This plant is fast giving way, however, to wheat. Beans, barley, oats, small millet, tobacco, hemp, corn, and vegetables are extensively grown, and large areas of new soil are being brought under cultivation.

Possibilities of wheat production.—The entire valley seems to be especially adapted to the production of wheat, and it has always been grown in a small way for local use by the natives. The seed used is the native article, obtained entirely from spring sowing, as there is not enough snow to protect the winter crops.

There are three varieties in general use—a small, plump, white wheat, a longer grain of a darker color, and another larger and longer and still darker but quite thin grain. The introduction of improved seed will in time, no doubt, improve the quality and quantity of production.

The grain is sown in April and harvested in September and October. It is bound in bundles, hauled to the village and stacked, and thrashed at leisure by the men, women, and children. The grain is laid upon the ground in a circle and stone rollers are pulled over it by donkeys led by children. The straw is raked off and carried away for winter fuel, while the grain is swept into a pile with the chaff and then tossed in the air until the wind separates the grain. The dry, cold winter serves to make this an outdoor occupation for the family, in which men, women, and children take part.

The grain is planted in perfect rows and not sown broadcast or in close drills as in our country. It is cultivated and hoed during the growing season, and weeds are all pulled up and not allowed to grow among the grain. It is claimed that the growing of grain here sowed broadcast is not successful, but this is due no doubt to the very shallow plowing.

The quantity now produced in the best districts is 30 bushels to the acre. I am convinced that this can be increased by improved seed and deeper plowing. Climatic conditions are very constant and regular, and the rainy season comes during the growing time without fail, and famines and really bad crops are almost unknown. The production is growing at an enormous rate and keeping pace with the demands of the mills. Even at the present low price, wheat is the most profitable crop in northern Manchuria. There are no available statistics to show the area of good wheat lands in the basin of the Sungari, but when the full amount of good wheat land in the valleys of the Liao, the Sungari, the Amur, the Ussuri, and the great plains of Mongolia are taken into consideration it will be a revelation to the world of an enormous country yet to be brought into the production of wheat and flour. The natural market for this will be China, and it is a very important problem with our flour exporters to China to consider whether or not this large increase in wheat and flour production may not soon provide for the entire market of Asia.

The production of wheat and flour is a business with which the

Russians are perfectly familiar; and if the railways they now have are extended so as to cover and develop all of the available wheat lands tributary to them, there is little doubt but that one of the greatest wheat-producing districts of the world will be in this part of Asia. The Russian system of railways is being closely followed by a complete banking system, the management of which is carefully studying all the economic conditions of the country and providing the necessary capital for developing such business as its agents approve. The wheat and flour trade is one of the leading features in their scheme. Russians are coming into Manchuria in large numbers, and all of the elements seem to point in the direction of a great development of wheat production.

Another favorable feature is in the Chinese population, who are mostly immigrants from other parts of China and are therefore not of that conservative class that will oppose new lines of trade and production.

FLOURING MILLS OF MANCHURIA.

Harbin is the present center of the flouring-mill industry of Manchuria and is destined to become one of the great flour-producing centers of the world. It is situated in the heart of the valley of the Sungari, on the banks of that stream, where it has the advantage of water transportation from the wheat fields, as well as transportation by rail from three different directions. It has, in addition to this cheap water transportation to the sea, two lines of railway reaching the ocean—one at Vladivostock and the other line touching it at Niuchwang, Dalny, and Port Arthur.

In 1900 the place did not contain a single flour mill or produce a pound of flour. In 1901, at the time of my first visit to the place, there was 1 mill producing 150 barrels a day. In 1902 there were 2 mills producing 750 barrels a day. In the early part of 1903 there were 6 mills, with a daily production of 1,440 barrels. In October, 1903, during my last visit, I found 8 mills, with a total daily capacity of 3,800 barrels, erected at a cost of $618,000. I was informed that 2 more were in process of construction, and that early in 1904 Harbin will have 10 mills in operation, with a daily capacity of 4,600 barrels of flour.

Most of these mills are fine structures of brick and stone, provided with excellent modern machinery from Germany and Austria. Why these mills have not been provided with American machinery I am not advised, but am inclined to the opinion that American manufacturers have neglected to take advantage of previous suggestions to look after the trade. As the construction of mills is likely to continue, it would be a wise plan for our people to give this section some attention.

On the Chinese eastern railway, 150 miles south of Harbin, there is a new modern flour mill (the Quan Cheng Tsu mill), producing 150 barrels of flour per day; at Kirin there is another new mill of the same capacity; at Mukden there is a new mill, just started, with a capacity of 100 barrels per day; Port Arthur has a flour mill of recent construction producing 150 barrels per day.

In Manchuria, by the early part of 1904, and within three years, flour mills producing 5,000 barrels of flour a day will have been built, and in my opinion this is only the beginning.

FLOURING MILLS IN SIBERIA.

In South Ussuri district, near the Pacific coast, there are 12 steam flour mills and a number of others operated by water power. The production of these 12 steam mills is 433,344 barrels a year.

As there are reports of the construction of several other mills in this section of Siberia, it is most likely that these also are merely the beginnings of greater things to come.

PRICE OF WHEAT.

In 1901 and 1902 the price of wheat delivered at the mills at Harbin was 30 cents gold per bushel. In 1903 the mills paid 42 cents per bushel, and are offering about 37 cents gold per bushel for the wheat of 1903 delivered at the mills. This wheat produces about 75 per cent of flour.

The following tables will show the prices quoted for the various grades of flour and bran at the leading Manchurian mills in 1902 and 1903:

PRICES AT HARBIN MILLS, PER 100 POUNDS.

GRADE.	1902	1903
Flour:	*Dollars.*	*Dollars.*
No. 4	1.00	1.32
No. 3	1.08	1.40
No. 2	1.32	1.55
No. 1	2.23	2.46
0	2.40	2.50
00	2.55	2.70
Bran	.24	.30

PRICES AT QUAN CHING TZU MILLS, F. O. B. CARS, PER 100 POUNDS, IN 1903.

	Dollars.
Flour:	
No. 4	1.23
No. 3	1.50
No. 2	2.50
No. 1	2.70
Bran	.40

RAIL AND RIVER TRANSPORTATION.

The railroad rate from Harbin and Quan Ching Tzu to Port Arthur is now 57 cents per 100 pounds, or a fraction over half a cent gold per pound or $10 gold per ton for a haul between 450 and 600 miles.

These rates will no doubt be reduced to meet the future requirements, as it is possible for this railroad to be operated very cheaply. The traffic it can command is enormous and more than a single-track road can possibly handle. The labor cost of operating and maintaining is as cheap as anywhere in the world, and the grades are few and light, the heaviest being only 9 feet to 1,000, and this only for a very few short distances. Common labor costs only 18 cents per day and skilled labor is about one-fourth the cost of the same labor in the United States.

The next important movement in the flouring-mill business will no doubt be the construction of large mills at Dalny, to be fed with wheat from along the railroad as far north as Harbin.

The Quan Ching Tzu mill is shipping flour now to Port Arthur, but the Harbin mills are shipping mostly to Vladivostok, although they are contemplating the shipment of much of their 1904 output to Port Arthur.

At Vladivostok they have the benefit of a protective tariff against American flour and they are demanding the same at Port Arthur, and it is very likely that it may be granted.

The Harbin mills have the advantage of river transportation to the sea. The present rates are 20 cents per 100 pounds from Harbin to the seagoing ships at the mouth of the Amur.

FUEL.

The greatest disadvantage that these mills are laboring under at present is cost of fuel. Wood is used for fuel, and it costs from $10.30 to $12.87 per square sagene, or 7 feet square.

The fuel capacity of a square sagene of wood is equal to 3,600 pounds of good English coal or 4,500 pounds of local coal. As coal croppings are to be found generally throughout Manchuria, there is little doubt but that it will soon be developed and take the place of wood at much less cost.

PROFITS.

Under present conditions these mills are making a profit of from 15 to 45 cents for every 100 pounds of grain they grind. Most of these mills are putting all of their profits into enlargements and improvements in their plants.

THE FUTURE FLOUR MARKET.

In my previous reports I suggested that this country offered a better field for the sale of flouring-mill and agricultural machinery than for our flour, and my recent investigations confirm beyond all question my previous views.

The situation here seems to be continually misunderstood, especially by the Pacific coast press, and they refer to the impossibility of Russian competition with our Asiatic flour trade by bringing flour from Odessa, and insist that Russian expansion on the Pacific means an increased demand for our flour in Manchuria. I hope this is true, but a careful examination of every feature of the conditions leads me to believe that within a year our flour trade in Siberia and Manchuria will be at an end, and within three years flour from Siberia and Manchuria will be pressing hard upon our flour trade in other parts of China.

The saving feature of the situation, however, and one that baffles all predictions concerning the Chinese market for flour, is the increased consumption by the natives.

Foreign flour is being used now wherever the Chinese can afford to pay for it, and, as their wages rise to a plane high enough for the common cooly to buy food made from foreign flour, he becomes a permanent consumer. This expansion in the market is bound to go on for a long time to come, and may develop at such a rate as to provide a market for this increased northern Asiatic production as well as our own on the Pacific coast.

Wherever a railroad is built or cheap transportation is provided into the interior the first foreign article carried in is flour. Millions of the Chinese are fed at the street restaurants and foreign flour is easily prepared into the various kinds of food suitable to the Chinese appetite. The question of its consumption is merely the problem of the ability to purchase. At each successive trip into the interior I am astonished at the expansion of the flour market.

CONSUMPTION OF LOW GRADE OF FLOUR.

There is one important feature of this report to which I desire especially to call the attention of our flour exporters, and that is the various grades of flour being produced by the Manchurian mills. It is a subject of common observation that the Chinese use in great quantities very cheap things—of a low grade—and this pertains to their food as much as to anything else. They consume a vast amount of very cheap, coarse, and inferior stuff, such as our people would feed to animals or waste. To provide for all these classes the Manchurian mills make these various grades of flour. The merchant buying the flour can not be deceived as regards these grades, and it would be folly to attempt to impose an inferior article as a high class, but the market will take a vast amount of inferior or low-grade flour at a low price.

Mills here making four grades find that their greatest demand is for third and fourth grade flour.

On account of the large and growing trade of American flour in the Orient I have given this matter much thought and careful study. When this flour begins to reach the sea in quantities it will be met there by largely subsidized steamship lines prepared to carry it to other ports in China at very low rates.

The great advantage, however, lies in the productiveness of the country, the industrious and cheap labor prepared to produce it, and its nearness to market.

HOW THE PEOPLE LIVE.

The lives of these people are very primitive. The men, women, and children labor in the fields and maintain a cheap, lowly life, living in mud houses and sleeping on mud beds. The entire household furniture and outfit is no greater than could be carried on a single wheelbarrow.

These people are well satisfied to earn from 20 to 30 Mexican cents a day per man, and for women and children much less. Their tools and methods are the simplest and crudest, but they have mental powers sufficient to enable them to learn to handle machinery and better tools with success.

POSSIBILITIES OF PRODUCTION.

Just what the possibilities are in lowering the cost of production by improved seed and better implements I am not prepared to say; but it will at least increase the production and give the people a much improved standard of living at the present price of grain.

Thousands upon thousands of ponies, mules, and carts have been heretofore engaged in hauling the produce hundreds of miles to market, and now that the railroad can do that work these carts can be engaged in carrying the crops to the railway and extending the fields of production into districts heretofore used for grazing only.

During the spring, summer, and autumn these animals are used in planting, cultivating, and harvesting the crops; but in winter they would be idle were they not employed in freighting on the roads. During the winter months the roads are frozen hard and smooth and carting is good. Carts can be hired to haul produce at the rate of $1.50 Mexican (about 60 cents United States) per ton for 16 miles. This very cheap cart transportation is an important factor in extending the area of wheat production to a great distance from the railway line.

This, with the possibilities of cheap railway transportation, cheap labor, and a productive country, seems to combine all the essential elements for strong and effective competition for American flour in the Chinese markets.

AGRICULTURAL MACHINERY.

Manchuria, Mongolia, and Siberia, as I have continually pointed out, offer a much better future market for flour-mill machinery and agricultural implements than for flour.

The center of this trade will develop about Harbin, and it would be advisable for our manufacturers to look into this prospect. A permanent agency will have to be established and considerable time given to work up a trade, but it can easily be made to grow into great proportions. In doing this it would be advisable to cultivate relations with the Russo-Chinese Bank, which has branches throughout Manchuria.

The first trade will be in plows and hand cleaners for wheat. These are now being called for; but there are no representatives of American machinery firms in the country, and not even catalogues that can be of use. Catalogues in the Russian language should be sent. In some cases German may be understood, but English catalogues are absolutely worthless.

In order to provide properly for this trade, which I am certain has a big future, a good and shrewd observer should be sent into the country to study the people and their conditions, and implements should be designed to suit these.

The primary factor must be cheapness. For the heavy and sticky soils of the Sungari Valley a stronger and different plow is required than in the sandy loams of the Liao Valley. Stones and roots are almost unknown and the strong, heavy, and expensive plows are not required and could not be sold.

Chinese are contemplating the opening up of large districts of grass lands in Mongolia, near Kuan Chingtsu. Heavier plows will be used for this sod land than for the ordinary farms, and these tracts are of such dimensions that there are possibilities of the use of steam plows and steam machinery.

Catalogues in German, sent to G. Subosisch, Quan Ching Tzu, will be appreciated and used. Proper catalogues for this country should be in Chinese and Russian.

Germany, Denmark, and Austria seem to be pressing for this trade, and although it is much nearer to us we are neglecting it.

OPPORTUNITIES FOR TRADE.

Harbin is a city of 60,000 Russians and 40,000 Chinese. It is the center of Manchurian trade. There are many opportunities to sell American goods, but we have no American citizens there working for trade.

At present Americans are not allowed to own land or build houses, and to do business permission of the local Russian authorities must be secured.

It would not be worth while to enter any of the places along the railway line, or in fact anywhere in Manchuria outside of Niuchwang, to sell goods against Russian competition, but in agricultural machinery I think Americans would meet with Russian encouragement rather than opposition.

Russia wants the trade in sugar, cotton goods, kerosene, cigarettes, butter, and many other lines, but it is not prepared to provide for it in agricultural implements.

AMERICAN PRODUCTS IN MANCHURIA.

[From H. B. Miller, consul, Niuchwang, January 4, 1904.]

FLOUR AND WHEAT.

American flour in the Orient is now meeting with competition not only from Russian production of flour in Manchuria and the Valley of Usuri, but also from Siberia west of Lake Baikal.

Flour in considerable quantities comes from Tomsk over the Siberian Railway to Stretensk, the head of navigation on the Amur River, thence down the Amur to Harborofsk and Nickolaisk at the mouth of the Amur.

A large supply for the Russian troops comes via this route and is all of a very low grade. The price of this flour at Tomsk is 40 kopeks (20 cents gold) per pood of 36 pounds, and the freight from Tomsk to Harborofsk is 60 kopeks (30 cents gold) per pood. Flour and wheat are carried from Stretensk to the mouth of the Amur, where they are loaded into seagoing ships for 8 kopeks (or 4 cents gold) per pood.

There are large areas of fine wheat land yet to be brought into cultivation along the Amur and its tributaries, and the very cheap water transportation to the sea is going to make Siberia and Manchuria wheat and flour a successful competitor with American flour in the oriental markets.

This information I have just secured from a Manchuria miller who went to Harborofsk in the hope of selling flour.

This same person is engaged in developing extensive areas of the grass lands of Mongolia for the production of wheat, and he claims that the grain raised upon the plains of Mongolia is far superior to the best wheat produced in Russia.

AGRICULTURAL IMPLEMENTS.

These facts emphasize the importance of our agricultural-machinery manufacturers paying special attention to the field for a new market.

Siberia, Manchuria, Mongolia, and North China are going to provide an enormous market for agricultural machinery. They are going to come to the front as one of the greatest grain-growing sections of the world. They have the soil, climate, people, and cheap labor, and transportation is being provided. As they are relatively near the sea, where they have the world for a market, I can see no reason why development will not be rapid.

HOW TO SECURE THE MARKET.

The low standard of the people and their fixed habits of ages make it necessary that special tools and machinery, fitted to their conditions, should be made for this market. Cheapness and simplicity should be the primary factors in their construction. Labor is so cheap and capital so scarce that expensive, complicated, and high-class implements will not suit the trade. Something of the type of plows, etc., that are made for India are required for this country. The sending of ordinary catalogues will be of little use. What is required is the work of a specialist in designing implements. Some of our large plow-manufacturing institutions should send a representative here to go into the fields and villages, study the people, their social, industrial, and financial conditions and habits, and design a plow that will do better work, be very cheap and simple, and, at the same time, require as little alteration as possible in their regular methods This will result in an enormous trade being created. Some of our large machinery manufacturing concerns could well afford to take this matter in hand.

GERMAN COMPETITION.

Throughout Manchuria and Siberia the Germans are securing a large control of the trade, and their representatives are active in many fields of business in which we have the economic advantage. Germans are now in Manchuria studying the question of plows and agricultural implements, and will proceed to design and manufacture for this market. Two years ago I pointed out the future market for our agricultural machinery in this part of the world and made the suggestions that I renew now. So far as I know now, there have been no representatives of American manufacturers here. My impressions are now proving true as to the demand for plows and agricultural machinery, and many inquiries are being made for them, more especially for cheap and good plows.

I find that German firms have taken advantage of my reports, and have secured the trade in flour-mill machinery, and are now preparing to secure the market for agricultural implements.

The Pacific coast of the United States could manufacture most of the agricultural implements for this part of the country in competition with the world, and I can see no reason why they should not be doing it.

WILL NOT LOSE MANCHURIAN FLOUR TRADE.

[From New York Commercial, February 24, 1904.]

Flour millers of Seattle declare that there is no foundation for the story emanating from Washington recently to the effect that the flour trade of Manchuria now enjoyed by them is in danger from competition on the part of Manchuria millers making flour from native wheat.

Without exception they declare that the agricultural and milling methods of that country are entirely too crude to make possible any dangerous competition for many years to come. Even if the Manchurian millers could compete in the manufacture of flour, the transshipment rates are so high that the mills of this State could compete with them in the markets.

Moritz Thomsen, Centennial Mill, said:

"The story that the Pacific Coast is threatened with the loss of the Manchurian flour trade is all rot. Mr. Miller, the consul who makes the report on which the story is based, has evidently been out in the interior and seen the fields of millet growing and thought it was flour.

"Why, the transshipment charges on flour milled in Manchuria from native wheat are such that the mills could not compete with our mills even if they were able to mill the grain free of charge. It will be twenty years before we need to fear any Oriental competition in the flour trade."

C. H. Lilly, of Lilly, Bogardus & Co., said: "There is no foundation for the theory that we are in any danger from Manchurian competition in the flour trade. This coast will continue to enjoy the flour trade in the Far East so long as we raise the wheat in this and adjacent States from which to manufacture the flour."

JAPANESE COMMERCE IN MANCHURIA AND NORTHERN CHINA.

[From R. T. Greener, commercial agent, Vladivostok, August 13, 1903.]

A Japanese newspaper, Osaka Mainichi, edited in one of the chief industrial districts of Japan, publishes the following statistical information on the commerce of Japan in Manchuria and northern China:

The imports and exports of the Japanese in the ports of Niuchwang, Tientsin, and Chefoo, not including Port Arthur, Dalny, and Tsiaodshow, amount to $15,000,000. Including the latter three places the Japanese commerce exceeds that of any other country. The following figures of imports and exports into Tientsin and Chefoo in 1901 indicate the predominance of the Japanese: Japan, $4,600,392; Hongkong, $3,446,252; all other countries, $1,635,738.

The same may be said of Japanese imports into Niuchwang, with the exception of the imports of cotton goods, in which business the Americans are at the head. Imports from the United States, $2,946,500; from East Indies, $2,357,200; from Japan, $942,880.

On the other hand, Japan is leading in the business of exporting beans and bean cakes from Niuchwang, which average from $3,535,800 to $4,714,400 per annum.

Upon the whole, the commerce of Japan in Niuchwang is more than $11,786,000 per annum.

The shipping business is also in full swing with the commercial activity and the enterprise of the Japanese. In 1901 Niuchwang was visited by 261 Japanese steamers, with cargoes of 202,230 tons; 192 English steamers, with cargoes of 196,282 tons; and steamers of other nationalties, with cargoes of 71,741 tons.

The foregoing shows how great are the interests of Japan in Manchuria. The latter country is of more consequence to Japan than Korea and in the future Manchuria, with her large natural wealth, and with the larger productiveness of her population in comparison to Korea, will become an active purveyor of agricultural and mineral products for Japan and will supply many of the raw materials for her manufacturing establishments.

Even now Japan has very large sums invested in improvements in the port of Tsin-van-dao, with the intention of making this port the basis of her commercial dealings with northern China and Manchuria.

OPPORTUNITIES FOR AMERICAN MERCHANTS IN MANCHURIA.

The Russian-German Messenger (Der Russisch-Deutsche Bote), published in Russian and German, devotes many pages to the consideration of the economic problems of Siberia, Manchuria, and Asia. From an article written by Ferdinand Meinecke, for four years a merchant in Siberia, many of the following notes have been extracted. Among other things he says that the principal business in eastern Siberia is in the hands of some Russian and German wholesale houses. They have covered all the important places of Siberia and Manchuria with retail branches carrying all classes of goods. The exchange of goods for goods instead of for money has not been entirely eradicated in some wild regions of the Far East. Skins of tigers, bears, and sables are exchanged both for commodities and for money.

DANGERS OF DELAY.

The evil connected with all the Russian trade, and one to be avoided by Western merchants seeking an entrance into this market, is the delay in delivery after orders have been secured. Cheap freight rates along the rivers are only possible during the summer months, inasmuch as the rivers are frozen over during the remainder of the year. The results of delays is that goods are often delivered at a time when the rivers are icebound and when it is impossible to forward them by the cheap water freight rates, in which case it is necessaay for the wares to remain useless in the warehouses. Since the building of the railroad, however, goods of course can be forwarded by rail, but at much greater cost. Cities like Vladivostok and Chabarowsk and cities in Manchuria can, when necessary, get their goods shipped by rail. In spite of this fact most of the firms in the East prefer to have goods come to them by sea and river transportation, since it is cheaper and because the railroad in many cases is somewhat uncertain. In addition, many wares in shipment are broken or stolen, and all complaints for damages are, as a rule, disregarded. Great efforts are being made by the local authorities in the Far East to get better connections for their cities with the Western traffic. As soon as these connections are made vast regions, with immense natural and mineral resources, will be opened to the Western World.

PLANTING COLONISTS.

In order to get the most out of these regions it will be necessary to encourage the immigration of miners and farmers. It is reported that the Russian Government is about to put at least 1,000,000 of its European farmers into that far eastern section. After this is done there can be no doubt of the vast extent the commercial and industrial relations in those parts will assume.

INFLUENCE OF TARIFF.

The importing business of eastern Siberia was materially affected by the introduction of the protective tariff, which is so high that business men have found it impossible to import many foreign articles. It is easy to understand that the Russian Government has put this tariff in operation for the protection of its own industries, although one can hardly say much concerning home industries in eastern Siberia up to the present time. Besides, it is a well-known fact that the industries of European Russia are hardly in a position to supply many of the articles needed in a new country like Manchuria and eastern Siberia. Hence, the merchant in the Far East will have to rely upon European and American manufactures to satisfy the necessities of his client. Exporters will make every effort for prompt deliveries and always up to sample in order to hold old customers and for the purpose of securing new. The writer from whom these notes are being taken liberally says that Germany's greatest competitor in the east and in east Siberia is the American; and to keep step with the American for any length of time will be a very difficult task. Above all things, Germany, he says, must work to secure the success which in the last ten years it has won in the East against the English. A new working field for the German export trade is offered at Port Arthur and at Dalny. Both of these places were for a long time free trading places, but quite recently were placed under a protective tariff. As Port Arthur is almost exclusively a naval port, the situation of Dalny, it seems, will cause the bulk of exports and imports to go through it. Thus Dalny, in spite of its recent coming into existence, has already become an important business city and seems to have a greater future in store, since the trade with all Manchuria will go in and out of its gates.

LINGUAL DIFFICULTIES.

One great difficulty for foreigners in eastern Siberia is the Russian language. Russians do all in their power to make themselves understood when questions of trade are involved. People in commercial and industrial circles do all they can to make the life of foreigners as pleasant as possible. In general, clever young Germans are engaged in the mercantile business in Siberia and Manchuria at wages which afford them little more than a bare living, all the necessities being very expensive. One who expects a position in that far country can not hope to do very much more than to buy necessities and to learn the language and conditions under which trade is carried on. Everybody going there should make it a point to be well prepared with clothing and other necessary equipment for the undertaking in which he is to engage.

In the cities along the border lines between Russia and China the Chinese element is largely predominant. These people are welcome in the cities because of their willingness to work, their peaceful disposition, and their desire to live and to work and to be let alone. They are industrious, tireless in their efforts, and far superior to most others.

GOODS WANTED.

The best lines of goods to send into eastern Siberia and Manchuria are various agricultural and industrial machinery, tools, woolen cloths of all kinds, cotton cloths to a certain extent, hardware for the kitchen and for the one thousand and one purposes to which articles of hardware can be put, and some articles of luxury. The largest sales in eastern Siberia will be, of course, for agricultural machinery. The demand for these machines will increase with the development of the agriculture of the country. The writer says, in conclusion, that, according to his own experience, preference is given in eastern Siberia to German machinery for the farm over American machinery, because the construction of the German machine is more solid. Whether this is so or not is, of course, another question. Efforts on the part of American manufacturers to enter the field and to demonstrate the superior services to be obtained by their machines will be of great value to the American manufacturers.

MARKET FOR AGRICULTURAL IMPLEMENTS IN NORTHERN CHINA.

[From Henry B. Miller, consul, Niuchwang, July 5, 1902.]

North China, Mongolia, Manchuria, and that part of Siberia bordering on the Pacific are destined soon to become consumers of American agricultural implements. The greater part of this country is susceptible of cultivation. The production of wheat is already a leading industry in various localities. It is carried on without the use of any modern machinery; but in spite of these crude methods the wheat usually sells at about one-half the price in the United States, and the natives would increase the production by millions of bushels for the price of 30 cents gold per bushel delivered at mills.

There are several reasons why I consider this territory a good field for marketing agricultural implements. First, the country is not, as a rule, thickly populated; this is especially true of Mongolia, Manchuria, and Siberia. Laborers are imported each season to assist in planting and havesting crops. There exists, therefore, more of a disposition to save labor than is generally found in other parts of China. Second, all of this country is abundantly supplied with animal power. Ponies, mules, donkeys, and cattle are used in every way to relieve the burdens of men. There are few parts of the world where animal power is more generally used than here. Plows, harrows, rollers, carts, and various other crude machines, locally made, are in constant use. The hand tools and the methods in use in other parts of China for cultivating, harvesting, and marketing crops are not so extensively employed here. As the people are so well trained in the use of this animal power and already use many crude machines, there will not be serious difficulty in introducing better appliances. Third, the country is generally cultivated in much larger fields than in middle and southern China, and the employment of improved machinery would involve no change in the nature of their industry. Fourth, the opening of the country by railroads will reduce the cost of getting products to markets and at the same time increase the supply.

While these more general features are conducive to the introduction of agricultural machinery, it must not be understood that there are no difficulties.

The expansion of Russia and the advent of Russians in Siberia, Mongolia, and Manchuria will have a tendency to enlarge the use of machinery; but for an immediate market it is necessary to overcome the natural conservatism of the Chinese. About twenty years ago an Englishman brought two plows here. He tried to sell them, and could not; he endeavored to give them away, but no one would take them; then he made an effort to get some one to experiment with them, but he could not even get a man to hitch a team to one.

A more recent experiment was the introduction from the United States of plows of the type used in Hindoostan. The general form of this plow—with a single upright handle, similar to the native plow—it was thought would make it acceptable; but, unfortunately, it had a long beam and was designed to be attached to a yoke over the animal's neck, and so it proved a failure.

Above all other considerations, the plow must be cheap—as cheap as it is possible to make it, and so cheap that it would not be used in the United States. The form must differ very little from that now in use by the natives—short beam, single handle, and as simple of construction as possible.

The value of an improved plow will, I think, lie in deeper plowing with the same power. This would have to receive practical demonstration in every hamlet, and care should be taken to avoid some superstition, which might be done by giving the plow a favorable name.

An expert should be sent to the country to investigate all the conditions and the plow should be designed to meet them.

The market, if secured and cultivated, will receive millions of plows. Oregon fir is suitable for the woodwork of the plows, and if the iron part can be produced cheaply upon the Pacific coast the plow could no doubt be made there best.

Blacksmiths, with wheelbarrows loaded with tools, bellows, casting molds, etc., go among the interior villages every spring to make and renew the plows. The farmers pay 15 or 20 cents for a new plow point made from their own old iron.

In northern Manchuria, near Harbin, where there are several modern flour mills, better plowing is done, and from three to five mules or ponies are hitched to each plow. It is at this point that I think the effort to introduce the plow would be most successful, and thrashing and cleaning mills would also be most easily introduced here.

Kao-liang, or tall millet, is extensively grown throughout this country. It is thrashed in the following manner: The heads are cut off, spread on the floor, and thrashed by means of a stone roller, to which an ox or mule is harnessed. The separation of the grains from their cases is completed in about four hours. The empty heads are then removed, either to be burned as firewood or to be made into brooms, and the grain is swept up and passed through a winnowing machine or tossed into the air, where the wind catches and removes the dust. The grain is now ready to be packed into sacks for market, but it has still to be husked before it can be used for human food. It is given to animals in its unhusked state. To remove the husks, the grain is spread on a circular stone platform and crushed by a revolving stone roller. The whole is then passed through a winnowing machine.

The vast area of splendid soil for grain production, the reliability of climatic conditions that make crop failures and famine most uncommon, the nearness of the country to the Pacific Ocean, the development of railways, and the frugal industrious habits of the people all promise a great increase in wheat and grain production, and make this an inviting market for agricultural machinery.

The field should be carefully studied, and in order to satisfy the prejudices of the people and create a market implements should be designed especially for this territory.

NO MARKET FOR AGRICULTURAL IMPLEMENTS IN SOUTH CHINA.

[From Rounsevelle Wildman, consul-general, Hongkong, December 27, 1900.]

There is no market in southern China for American harvesting machinery, such as reapers, mowers, horserakes, etc. Of course, for the same reason there is no market here for the better class of planting machinery, such as steam and gang plows, seed drills, harrows, etc. At certain times of the year, this consulate (Hongkong) is in receipt of a large number of letters and circulars regarding the merits of American harvesters. At other seasons it receives an equal number of letters and circulars pointing out the excellence of our plows, etc. Since the close of the Paris Exposition almost every firm of this nature in the United States which was represented at that exposition has sent me letters and marked newspapers proclaiming the awards their particular companies received at Paris.

While these statements are all very interesting to me as an American, they are of absolutely no value to the sender, as I can make no use of them to their advantage.

The agricultural land of southern China is divided into small holdings, many of which are not over an acre in size, and very few running over 10 acres. Every available inch of this land is under cultivation, and the planting and reaping is all done by hand; where plows are used they are of home manufacture and are as primitive as those of biblical times. The majority of the peasantry live at the rate of from 2 to 5 cents a day, and even if they could afford to purchase modern American farming machinery there would be no room to use it. The nearest thing to such machinery that I have seen in southern China is a fanning mill, which is easily constructed by the ingenious Chinamen. The grain is either trod out of the straw by water buffaloes, or whipped over an open tub. Even if an entire village should combine to buy an American thrashing machine it would be used but once, as it would be considered too wasteful both in the way it mangles the straw and the grain and in its expensive upkeep. In southern China there are no horses except the diminutive China pony, and as the agricultural country is mostly flat there is no way to utilize water power. As for steam, it is an impossibility, fuel being one of the most expensive Chinese luxuries. As long as labor has almost no value and flesh and blood is the cheapest thing on the market, I can not recommend American manufacturers to waste good printed matter and postage stamps on so impossible a field.

I have already called attention to the uselessness of mailing to this consulate trade papers devoted to the carriage and harness industry, and mentioned the fact that we had but three carriages and a hearse here, all of which are in a fair state of preservation. Yet, in spite of this, the energy of the carriage manufacturer has not abated, and I have had to write personal letters to a number of journals asking them to discontinue sending same to this office. If carriage manufacturers wish to find a market in this region I would advise them to turn their attention to Manila, which is alive with carriages of every description, and at which place a demand will increase from year to year as the roads improve. Shanghai and Singapore are also small but possible markets.

AMERICAN TRADE IN SOUTHERN CHINA.

[From Robert McWade, consul, Canton, May 15, 1901.]

There are no American merchants in Canton, and there is no record in this consulate of any having registered at the other treaty ports within this consular district. This and the general unbusinesslike methods which have obtained here for many years make considerable work for a consul when he tries to prepare reports on existing trade conditions. The treaty ports (Canton, Swatow, Hoihow, Pakhoi, Wuchau, Samshui, and Macao) are, like the other districts of China, under the special supervision of the Chinese imperial customs, whose printed reports (emanating from the inspector-general of customs at Peking, to whom they are transmitted from the customs commissioners at the various ports) are as a rule several months behind before being published. Their figures are reliable, but they lack the important details which tell merchants generally the market prices of the goods, etc., in the sale of which they are interested. The information accorded is so meager, so far as the purposes of traders are concerned, as to be to a certain extent valueless. The treaty ports are situated at considerable distances from each other. Between them and at advantageous points for trading along the seacoast are situated many flourishing towns, like Fatshan, with populations ranging from 20,000 to over 500,000, in almost none of which has the American flag ever been seen. There is no fund available for the payment of a consul's expenses in traveling to and from those ports for such information relating to their commerce, industries, and resources as will enable him to prepare comprehensive and intelligent reports for the guidance and profit of intending exporters in the United States.

All the ports in southern China ought to be as open as the treaty ports, for through them an extensive trade can be done with merchants and others in the interior, and in places that are at present well-nigh inaccessible for all commercial purposes; and at each of these ports there is every reason why enterprising American merchants should have representative and branch houses. "Why are there no such men here?" is a question that in view of the energy and grit of our business men as well as of the remunerative returns that await properly conducted business enterprises in this section of China, often occurs to those who travel here for pleasure or otherwise. If it pays the British, French, Germans, and Dutch to establish firms here with large capital, why should it not pay Americans? Those nationalities practically control the trade of the treaty and other ports, and it is through them that our large importing houses are supplied with silks, embroideries, blackwood furniture, mattings, teas, rattan, grass cloth, tiger and leopard skins, jade, etc., the value of which yearly foots up an enormous sum of money.

Inquiries are frequent from American manufacturers and business men generally as to the possibility of the sale of their respective products and wares, the prices likely to obtain here, and the names of responsible Chinese or other firms as prospective customers. These inquiries are usually accompanied by illustrated and descriptive brochures, sometimes by leaflets, and often by trade journals, in which the goods are generously and profusely advertised. Chinese merchants do not see those advertisements, pamphlets, etc., and if they did they could not read them or understand their purport. The only importers who can understand them are the British, French, and Germans, who naturally give a decided preference to the goods consigned to them from their own countries, and will only accept American articles when their own can not meet them in price, demand, ingenious workmanship, etc. Proper samples, however, tell their own story and help a consul wonderfully in pushing trade, or rather, in creating a demand which in time may become remunerative. I am about to set aside a part of the consulate for the public exhibition of all samples forwarded to me. At present the space which I will be able to give for that object will necessarily be limited, but I hope in the near future to have ample exhibition room to accommodate all consignments, as well as visitors—Chinese and others. Lowest prices c. o. d. at the treaty ports ought to be affixed to each commodity, and its accompanying "literature" should claim no other than its real uses and merits; for, although the Chinese are inveterate equivocators, they trust the word of a foreign merchant until he deceives them. It is of course to be distinctly understood that no sales will be made or effected by me under any circumstances; my desire and purpose being simply to show American products to Chinese and other traders, to make this section of southern China a profitable market for American wares, and to bring American, European, and Chinese traders, merchants, and manufacturers into close business touch with each other.

This consular district comprises the provinces of Kwangtung, Kwangsi, and Yunnan, which cover a territory of 170,000 square miles, with a population of 80,000,000. The treaty and other ports to which I have referred are located in this district. The chief port is Canton, which has an estimated population of about 2,000,000, outside of considerably over 400,000 persons who live entirely on the sampans, lorchas, junks, flower boats, and other craft that throng the Pearl or Canton River. What will sell well or command a paying trade in Canton may fairly be relied on as sure of an equally good demand at any of the other ports, size of population and ease of access to the interior being taken into consideration.

All sorts of glassware for domestic, table, hotel, stationers', and other uses will find purchasers in Canton among the trading community if the prices quoted are low enough to tempt them to abandon the English, French, German, and Dutch products.

The Chinese have a liking for Americans and for American goods, but they can not be relied on to become steady customers of the latter unless at the outset the articles sold to them are supplied at a very low rate and of a good quality. Intending exporters should bear these points in mind, remembering the while that after they have established a trade they can safely advance prices, so long as the articles supplied continue of good quality. A deterioration in quality is soon noticed, with the result of an immediate and permanent rupture of commercial relations. In other words, once the Chinese become accustomed to the purchase of any commodity or ware, they will acquiesce gracefully in its gradual increase in price, but will resent emphatically and for all time the attempt to palm off an inferior article upon them. If the manufacturer or exporter will treat his Chinese consignee with this consideration always in mind, he will benefit by it.

Stoves (oil, wood, and coal) and cooking ranges of American make are frequently asked for; also sewing and knitting machines, washing machines, and wringers.

American whiskies and American wines, champagnes, clarets, etc., are rarely seen here. Our distillers and wine growers and producers have apparently almost entirely forgotten this immense field. Scotch and Irish whiskies and French, German, Spanish, and Portuguese wines of all brands largely monopolize South China—certainly all the treaty ports.

Woven and barbed-wire fencing, with substantial, yet artistically designed iron supports or pillars, will meet a moderate demand. With this commodity, as indeed with very many others, a substantial measure of success could not reasonably be guaranteed or even expected at the outset. Many wares can be aided materially by a consul's good word, but their intrinsic merits will have to be depended on to win in the long run.

Sprayers, especially for garden and lawn uses, and lawn mowers may be placed in the same category.

Insect exterminators—if really "exterminators" and free from poisonous ingredients—if placed in good hands will prove remunerative.

The trade in plain and fancy biscuits of all kinds seems, like that in other marketable articles, to be left very much to British and German producers, and will bear cultivation.

Perfumery and fancy soaps will always find a ready market both among Europeans and the wealthy and middle-class Chinese, the latter being particularly partial to perfumes.

Pure laundry soaps are certain of a ready sale throughout southern China, and a good trade can be established if our manufacturers will sell at an exceptionally low rate and be content with a narrow margin of profit at the outset.

Watches and clocks with the latest improvements can always push themselves.

Our condensed milks, canned fruits and vegetables, tinned meats, soups, and sardines are already showing a disposition to shoulder their competitors to one side. All preserves, jam, jellies, pickles, and prunes should be sold in glass jars with hermetically sealed tops.

Cork insoles have yet to be noted in these markets.

Samples of recently approved medicinal preparations—remedies for complaints and ailments incidental to tropical countries—should find their way here, to the certain ultimate advantage of both the wholesale houses and the compounders.

In all of the seven treaty ports there is not a cold-storage warehouse. Any business man can at once see the pecuniary possibilities in that direction.

The pianos and organs sold here are almost exclusively of English make, and the trade in them is held by two Hongkong firms, which do an excellent business in renting them out at $12 Mexican per month.

Porcelain and porcelain-lined bath tubs are rarities. The tubs in use are large, glazed earthenware bowls, with a capacity ranging from 8 to 12 and 14 gallons. The bather seats himself in the bottom of the bowl with his knees almost on a level with his chin, and in that uncomfortable attitude makes his ablutions.

Outside of the high-class hotels water-closets with anything like proper appurtenances are unknown. Coolies remove the night soil every morning from the covered receptacles in which it is allowed to accumulate, usually for twenty-four hours. The exhalations are nauseating, and, in a climate like this, where the plague, cholera, and smallpox abound, dangerous to life and health.

Turkish towels, Turkish rugs, bath mats, and Turkish bath robes at moderately remunerative prices should command a fair market.

Launches run by vapor, gasoline, or any motive power—except steam or gas—safe, clean, economical, powerful, and easy to work, even by inexperienced Chinamen, will find in time a strong demand.

Prepared paints, guaranteed to last at least five years in a tropical climate without peeling, blistering, cracking, or chipping are needed. So also are folding-top writing desks with plenty of pigeonholes, file boxes, capacious drawers, and the usual arm rests. In the same category are kitchen utensils of agate, nickel-steel, or enameled ware, warranted free from lead, antimony, arsenic, or other poisonous ingredient in the composition of the enamel.

Among the necessities are automatic water stills for distilling water for domestic use. There are no artesian or other wells, the water from the Canton River being used for all family purposes. As almost 500,000 Cantonese live on the sampans, junks, and house and flower boats on the Canton River—they are called "sea devils" by the Cantonese who live on land—it is obvious that the water taken from the river for drinking and household purposes must be impregnated with the germs of typhoid and other dangerous diseases. Hence the necessity for really good water stills, which ought to find a ready and profitable market.

Hair, husk, and similar mattresses get lumpy and lose their shape after a short use in exceedingly hot and damp climates like those of Canton and the other treaty ports. Knitted or elastic felt mattresses that are nonabsorbent, can be easily cleaned, afford little chance for vermin, and have the added merit of cheapness have not yet reached these markets.

Iron bedsteads fetch large prices. Small double ones, without any brass top ornaments and accompanied by a common woven-wire spring mattress, cost from $50 Mexican upward. In the United States the same could easily be bought in retail stores for from $8 gold upward. Ordinary brass bedsteads with the same sort of common spring mattresses sell for $150 Mexican and upward. Of course it must be remembered that these beds are supplied with iron or brass rods at the tops, from which mosquito curtains or canopies depend—an essential in places where mosquitoes are as numerous and vicious as here.

Hair and clothes brushes are in demand, as are also good refrigerators especially suitable for the Tropics, well equipped with shelves and arranged so as to keep the meats, fruit, etc., fresh and sweet smelling; supplied with water trap to catch waste water; easy to keep clean, and economical in amount of ice used. Refrigerators that become moldy or musty after short use should not be shipped here, because they will destroy the market for the superior article.

MINING IN RUSSIAN CHINA.

[From W. R. Holloway, consul-general, St. Petersburg, January 26, 1903.]

The bourse committee at Vladivostok has addressed, through the governor, a petition to the imperial authorities at St. Petersburg, praying for the removal or modification of the existing prohibitory law against all foreign industrial enterprises, especially for mining, in the coast districts of Russian China. The statute in question, promulgated June 17, 1901, prohibits all foreign mining operations and other industrial enterprises within about 66 miles of the coast line. The petitioners state that owing to the lack of native capital and enterprise there is no immediate prospect of a rational development of the mineral wealth and other industrial resources of that region. It is declared that, as at present administered, this prohibitive law is partial and unsatisfactory in effect. Exceptions are made in granting concessions without any comprehensible bases. American, French, and Belgian prospectors, representing wealthy syndicates, seeking mining concessions on the Ussuri, in Sakhalin, have recently arrived. A French syndicate which applied for a concession to work extensive coal fields in the neighborhood of Vladivostock was refused, but the concession has been granted to an English company trading under the Russian flag. This British enterprise will shortly, it is expected, be in a position to furnish both Vladivostok and the Ussuri Railway with plenty of good and cheap coal. Numerous foreign syndicates have sought concessions for the development of the silver and lead deposits lately discovered in the Ussuri region; but they were met by the law that prohibits the working of all kinds of mineral ore by foreigners. What the country requires, the petitioners urge, is, for a number of years at least, complete freedom of operations for foreign capitalists, engineers, practical miners, and, above all, foreign brains and energy. This petition states that the mining affairs in all parts of far eastern Russia are subordinate to the mining commission at Irkutsk, thousands of miles distant and necessarily ignorant of the local conditions in the extreme limits of its official jurisdiction. The petition begs that this be forthwith remedied.

COAL-MINE CONCESSIONS IN MANCHURIA.

[From R. T. Greener, commercial agent, Vladivostok, May 20, 1903.]

Engineer Yugovitch, chief engineer in the construction of the Chinese Eastern Railway, has just completed an agreement with the Chinese governor of the Hylomtsian Province, in Manchuria, for the exploitation of two coal mines in that province. This agreement, and one previously entered into with reference to coal mines in the Girin Province, was confirmed by the Imperial Chinese Minister for Foreign Affairs. By virtue of this convention the Chinese Eastern Railway is granted the right to exploit freely the coal mines on a strip of land 30 Chinese versts (about 20 miles) on both sides of the railway line, besides preferential rights to exploit coal mines beyond these limits. The most important item is to the effect that if any foreign company or companies should apply to the Chinese Government for permission to exploit any coal mines outside of the 30-verst concession, such permission shall only be granted with the consent of the Chinese Eastern Railway Company. The railway company, in accordance with this convention, agrees to indemnify all private parties whose lands may be taken for any damage done to buildings, graves, or crops, and to pay to the Chinese Government a royalty for every 1,000 Chinese pounds of the output of coal. To the company is also conceded the right to cut timber in the province, both in Government and private forests, for a remuneration to be hereafter fixed.

NAPHTHA LAKES AND SPRINGS IN EASTERN ASIA.

[From R. T. Greener, commercial agent, Vladivostok, October 8, 1903.]

Eastern Asia is one of the richest mineral-fuel regions in the world. The area of all the paying coal layers in Europe comprises only 22,760 square miles, an area equal to that of one of the Russian provinces—the Kazan Province. The area of coal layers in eastern Asia, though not yet estimated, is considered incalculable.

Besides immense coal beds, eastern Asia possesses wealthy underground naphtha lakes that will soon be the foundation of a great industry. Naphtha springs are found everywhere in China, in Manchuria, in the Ussuri district, in Japan, and on Sakhalin Island.

The latter island not only possesses very rich coal mines, but also large naphtha lakes. The chemical engineer, K. S. Platonoff, after having examined the coal beds and naphtha wells in Texas and Pennsylvania, made an investigation of the naphtha springs on Sakhalin Island, and on his return to Baku declared that all he had seen in the United States was nothing in comparison to what he found on Sakhalin.

The naphtha springs near the River Nootovo, on Sakhalin, excel those of Baku in every regard. Seven underground naphtha lakes are there, the area of the largest one being 63,000 square meters (75,320 square yards).

Notwithstanding the increased output of the Japanese naphtha industry, Japan must still import foreign naphtha. In 1900 she imported more than 60,000,000 gallons and in 1901 more than 61,000,000 gallons. The export from Japan is inconsiderable, so that the Japanese naphtha does not threaten to become a rival to Sakhalin naphtha. On the contrary, Japan promises to become a good market for the Sakhalin naphtha.

The development of the oil industry on Sakhalin Island will help the river navigation on the Amur and in the Far East generally.

The Ministry of Agriculture and Imperial Properties has ordered that the 33-mile line along the southeastern coast of Lake Baikal be acknowledged as actual naphtha-producing land. It extends from Kultchuoy to the mouth of River Chermshan (54° north latitude) to the north from Svyatoy Noss.

A party of five Englishmen from London arrived recently on Sakhalin to examine the coal-oil regions lately discovered on the eastern coast of the island. Among the party there is one geologist and one engineer.

MINING IN CHINA.

[From James W. Ragsdale, consul, Tientsin, February 19, 1902.]

The only mines in China that are worked on modern methods are the coal mines at Tongshan and Linsi, belonging to the Chinese Engineering and Mining Company. About two-thirds of the work is done by contract, the company paying the contractors so much a ton. The contractor employs the miners by the day, and pays them from 8 to 12 cents gold for eight hours' work. Besides their wages, the miners obtain a certain part of the net profits of the contractor. Children below 16 are not employed unless they are unusually strong and well developed, in which case they are taken as apprentices and are paid 8 cents a day.

In addition to the contract work, the Chinese Engineering and Mining Company employs a large staff of miners, coolies, masons, carpenters, overseers, and deputies, besides about 100 boys, who look after the ventilating doors. The number of hours of work, the rate of remuneration, etc., may be gathered by the following letter from the superintendent, dated Tongshan, January 15, 1902:

"In reply to your inquiries in re labor and wages at this colliery, I append the following:

"In the mines, about 1,000 per diem men are engaged in three shifts of eight hours each. Two thousand men are employed by the contractors in mining coal and doing stonework. The contract rates for mining are 25 cents (12½ cents gold) a ton for dust coal and 60 cents (30 cents gold) for lump coal.

"A day's work in the mine is divided into three shifts. Coal is mined during two shifts, from 6 a. m. to 10 p. m. The per diem men make from $5 to $12 ($2.50 to $6 gold) per month; skilled masons and carpenters receive $12.

"About 100 boys are employed in tending thirty-four ventilating doors. Their pay is from $4.50 to $5 ($2.25 to $2.50 gold) per month. The contractors also employ some boys to do light work. The proportion of boys to men is about 10 per cent. The contractors feed the men, who also receive a certain percentage of the contractor's net proceeds. Chinese deputies in the mines receive from $12 to $50 ($6 to $25 gold) per month."

In the mines of the provinces of Shansi, Shantung, Feng-tien, Hunan, Szechuen, Yunnan, and Kyao-chau the primitive Chinese method of mining is employed, and generally the miners are paid on shares. The usual rate is about one-third of the product to the miners and the remaining two-thirds to the owners of the mines.

An entirely different system of paying the miners was adopted by the Mo-ho Gold Mining Company, whose extensive mining rights were situated between Mongolia and Asiatic Russia, embracing hundreds of square miles of rich alluvial and placer deposits. For the successful exploiting of this vast mineral wealth, it was necessary to overcome the tremendous obstacles arising from distance, severity of climate, and total lack of labor. To settle the latter question it was resolved by the company to inaugurate a régime which would induce the laboring classes of Shantung and Chihli to try their fortunes in the Mo-ho Eldorado. The company offered a complete outfit to every able-bodied man, besides advancing a substantial sum for traveling and other expenses incidental to the journey from Tientsin or Chefoo to Mo-ho. Upon arrival, each miner was assigned a large area for his exclusive exploitation. Stations were established at different points throughout the whole region, guarded and protected by the military police furnished by the Chinese Government. Ostensibly, the miner enjoyed the entire product of his labor, and the company exercised no control over his mining operations, provided he kept within his allotted area. It was stipulated, however, that the miner should sell all his dust to the company, at a price fixed by the latter, and obtain all supplies from the company's stores. By this arrangement the company was able to recoup the original outlay, which was very heavy, and the miner was given an incentive to work. Many of the miners, after the first two years, became independently rich, while on various occasions the company declared an annual dividend of 150 per cent.

Up to the Boxer uprising of 1900 the Mo-ho Gold Mining Company was the most profitable mining enterprise in China. Since the Russians have acquired control of this territory all mining operations have ceased.

THE LUMBER MARKET IN CHINA.

[From Henry B. Miller, consul, Niuchwang, February 14, 1902.]

I am convinced that the future demand in China for Pacific-coast lumber will be both extensive and permanent.

For more than 1,000 miles up the great valley of the Yangtze there is practically no timber in sight. The plains, hills, and mountains are absolutely bare of forestry, except where here and there a few trees have been carefully preserved.

South of the Yangtze there is some timber to be found on the Min River, in the province of Fukien, but it is mostly a young growth of poor pine. North of the great river there is no timber until the Yalu River, which forms the boundary between Korea and Manchuria, is reached. In the Yangtze Valley the only available timber is far up the River Han, on the north side, and along the headwaters of the streams in the province of Hunan on the south. This timber is floated in great log rafts down the river to the market at Hankau. It is mostly a soft pine of small bulk and young growth.

A hard wood, very much resembling ash, comes from the provinces north of Hupeh, and is extensively used in the manufacture of guns at the great Hankau arsenal.

A considerable quantity of timber is brought into China from Korea by the Chinese junks, which sail along the coast and up many of the rivers. Most of it consists of fir and soft pine logs, flattened, squared, or round. It is afterwards cut up by the usual whipsaw process in vogue in China. In many instances the contractor buys the logs and has them carried to the building he is erecting, where he cuts the lumber to suit his requirements.

Japan also furnishes a large amount of timber to China, and, in the market for railroad ties or sleepers, is the main competitor of the Pacific coast of the United States. The Japanese ties are both hewn and sawn, and are mostly of a hard wood resembling oak, but rather brash and easily broken. They appear to make a good railroad tie, although there is some complaint that they do not last long. It is thought, however, that this defect could easily be remedied by cutting down the trees at the time of the year when they contained the least sap. These ties come from Hokkaido, the northern island of Japan.

On the island of Sakhalin, the great penal colony of Russia, there is another possible supply of large quantities of timber for the markets of China. This island has splendid forests of fir and pine.

For furniture and interior finish a hard red wood known as teak is extensively used. This and similar timber is brought in considerable quantities to China from the Philippines and other southern islands. These are exceptionally fine woods, but are becoming expensive.

USES OF LUMBER IN CHINA.

In China probably more wood is used for coffins than for any other purpose. The coffins are made of lumber from 4 to 10 inches thick.

The great majority of houses are built of mud and bricks, or mud and straw or millet stalks; very little lumber is used. The roofs are made of either tiles or straw and mud.

Next to coffins the greatest use for lumber in China is for boats. While there are no statistics on the subject, it is safe to say that the number of craft runs into the millions. The vast coast line, the enormous rivers, the wonderful canal systems of China are all teeming with boats of every description, propelled by steam, sail, towline, or oars operated by both hand and foot. Through vast areas of country, rivers and canals form the only highways; in some sections they are more numerous than the common roads in the most densely populated agricultural districts of the United States.

Enormous quantities of wooden buckets and small wooden tubs are used in every district of China; in my opinion, material for the manufacture of these articles could be secured from the slabs that are now wasted in Oregon and Washington sawmills. Oregon pine would make most satisfactory buckets and tubs for Chinese use.

SAWMILLS IN CHINA.

I have been able to locate only two mills in all of China. One is near Fuchau and has but a small capacity; the other is at Niuchwang and has just been started. The latter is a small, single circular-saw mill, which cuts about 2,000 feet a day. This mill was imported from Michigan and seems to meet the requirements. I believe that a good many of these small mills can be sold in China; certainly, a number could be used to advantage at Tientsin, Shanghai, Hankau, and other places. Cheap mills, built for cutting a few thousand feet of light logs a day, would be the most likely to meet with sale.

AMERICAN GINSENG IN CHINA.

[From W. A. Rublee, consul-general, Hongkong, January 28, 1902.]

The sale of ginseng root grown in America, about which there have been several inquiries at this consulate by interested parties in the United States, is very considerable in Hongkong, and the demand is so great that much more could be disposed of advantageously. The ginseng root is as indispensable to the well-to-do Chinese as is their rice. They attribute all sorts of medicinal virtues to the root, especially using it as a stimulant. The growth of the ginseng trade has been marked in recent years, and higher prices are now paid by dealers than ever before, especially during the last three years. American growers of ginseng may confidently expect a steadily increasing market in Hongkong, although it is largely only a distributing center. The root is prepared in this city. The skin is cleaned and smoothed by a special process, sorted out in equal sizes, put up in neat boxes of various capacities, according to quality, and reexported to all the consuming districts in China. The bulk of the shipments goes to the northern ports, such as Shanghai, Hankau, Tientsin, and Chefoo, although a fair proportion finds its way to Canton and the coast ports—Amoy, Swatow, and Fuchau; also to Formosa and other markets where there are Chinese.

American ginseng growers should be careful to conform to the requirements of the Chinese markets. The principal points are cleanliness, good color (bright yellow), and freedom from dust and chips. It is desirable that the root be sorted before it is shipped, so that the better qualities may be sold separately. However, even unassorted ginseng root of any quality is salable according to its merit. Ginseng may be shipped in any quantity, and should be packed in strong wooden casks or cases of a capacity of from 100 to 200 pounds. Old whisky casks might be used, but they should be quite dry before the root is packed. If the root is packed in a wet condition, it becomes moldy and deteriorates. The clarified root is liked by purchasers here, and its value is, as a rule, higher than that of the crude root. There is no particular process of clarification in Hongkong, but the Korean root is clarified with honey.

FOREIGN GOODS IN CHINA.

[From Henry B. Miller, consul, Niuchwang.]

One of the marked features of the trade in most articles here is the inferior quality of the goods. Cheapness seems to be the predominating characteristic. This is especially true of Japanese productions.

JAPANESE TRADE.

The Japanese are imitating a vast number of foreign goods and putting a cheaper quality on the market; they are especially shrewd in imitation of brands.

Something of the expansion and diversification of the trade of Japan will be observed from the great variety of things she sells to China. She understands the nature and character of the Chinese, makes a close study of the requirements, and caters to the peculiar artistic taste of the masses and their desire for very cheap goods.

CHINESE TRAITS.

It is one of the traits of the Chinese to handle the things they use very carefully, and hence cheap and poorly made articles will last much longer in service than with most people. Goods made in China would be of little value for use by Americans.

This characteristic makes the Chinese market for flimsy, gaudy, and cheap things a good one in many lines. It is not, however, applicable to all branches, for the trade-mark of substantial and satisfactory products has a greater value here than in most countries.

The Chinese have an intense love for pictures and artistic ornamentation, such as flowers and figures on hand mirrors, wash basins, pitchers, etc. Those desiring to manufacture for the Chinese trade should make a careful study of this trait of their character, as in most things it will materially improve the sale of their goods. Articles that are to be sold in packages should always be ornamented to suit the Chinese taste.

The strength of the Chinese regard for ornaments and pictures of a cheap nature will be appreciated by observing the sale upon the streets of every Chinese city of pictures and posters, such as are spread broadcast all over the United States free.

AMERICAN AGENTS NEEDED.

One of the most serious mistakes made by United States manufacturers is that they too readily trust their business to the hands of foreigners, many of whom have never been in our country and care nothing about it beyond the special line of goods they handle. It is perfectly natural for them, when a chance for trade in any other line comes before them, to introduce the goods from their home country. If the American goods now sold in China were handled entirely by American firms, I am convinced that the sale would be increased 25 per cent.

OLD-IRON IMPORTS.

One of the particular features of the trade in China is the great quantity of old iron imported—plates, tubes, wagon tires, horseshoes, railway spikes, wire rope, hoops, and general scrap iron. This is worked over, welded together, and put to various uses in the small blacksmith shops throughout the country. It illustrates the intense economy of the people and the small value of labor.

ADVERTISING.

I would emphasize the value of a careful study of Chinese ideas and prejudices in matters of advertising; for instance, in condensed milk. The Chinese have the idea that milk revives the youthful powers, and that it has special virtue as winter food for old people. Pictures and characters illustrating this idea, as well as the value of it for baby food, will without doubt increase the sale.

Proper advertising is of immense value in China, for fads and prejudices are more tenacious here than elsewhere.

It is an easy matter to send to China an article that will not be used; for instance, spoons made according to the foreign model are disliked, while those made after the Chinese form are increasing rapidly in sales.

IMITATIONS.

The country is being flooded with frauds and imitations; for instance, the American brand of Eagle milk has grown to be very popular with the Chinese, and imitations of it are put upon the market from Japan and Holland, and even Shanghai is manufacturing an imitation. One has the exact eagle of the Eagle brand on the can, but is printed Buzzard brand. The Chinese who can not read are caught by the figure of the eagle.

Another case was discovered where a can of fruit was marked "Small California Bartlett pears." The can contained the cheap, hard, inferior pear of China, and examination revealed the fact that this imitation was put up in Shanghai.

To avoid such imitations, every brand should have Chinese characters on the labels, and these labels should be properly recorded and protected at the United States consulate.

Hongkong and Canton are putting up fruits, vegetables, fish, birds, etc., in tins for the Chinese trade, and these goods are securing an extended market. I am therefore inclined to the opinion that there are possibilities for considerable trade in a very cheap line of canned fruits, such as would be counted culls in the United States. Most Chinese fruits are coarse and of poor flavor, and are in every way surpassed by the culls of the Pacific coast fruits. Cheapness is the main feature in the food supply of China, as well as in most things consumed by the Chinese, and whatever is imported here must have this as its primary virtue.

OPENING FOR WELL-BORING MACHINES IN CHINA.

[From William Martin, consul, Nankin, January 3, 1903.]

The city of Nankin, though the southern capital of China, does not possess a waterworks system. Foreigners of various nationalities are trying to secure the franchise, but the conditions specified seem to be such that the authorities do not care to comply with them.

The season has been an unusually dry one and the question of a water supply has been agitated. Many foreigners have been compelled to hire carriers to bring water from the Yangtze for drinking purposes, but they can never be sure it is not taken from some filthy creek. When about to move into the new consulate building, I resolved, if possible, to secure a well free from surface drainage and containing pure water. With that end in view, I had made (from drawings) a "drive point," and proceeded to "drive" a well as it is often done in certain localities in the United States. At 30 feet (about 4 feet below low-water mark in the Yangtze) I found a strata of sand with an apparently inexhaustible supply of clear, pure water. The "American well," as it is called, soon attracted the attention of high officials living in the city, who one after another came to see and test it. The result of their investigations was the setting apart of an amount of money to be used in securing like wells about the city to the number of 100. The fantai, a man next in rank to the viceroy, came at the viceroy's request and asked me to aid them in the work. Tests showed that the soil was adapted for the wells only here and there, and I therefore advised against the expenditure, and suggested artesian wells with storage for fire purposes as preferable.

The advice has not yet been acted upon, but the reputation of the American well has spread until from different parts of the province, as well as from Ningpo and Tsingkiang, come requests for my aid in securing a good supply of water by pumps.

I believe there is a good opening in China for a few persons who understand sinking artesian wells and other methods of securing a good supply of pure water. Waterworks are unknown in China outside of foreign concessions.

There came to this consulate the other day, accompanied by the taotai of foreign affairs in this city, a Mr. Chang Ching (known as the "Optimus" of China—that is, the man who has passed the highest rank in the highest examinations), who said he was much interested in deep-well work, and that he had organized a company, which had purchased over 1,000 acres of land with the intention of utilizing it for cotton raising and other agriculture. He wishes to know about American machines for diking, deep-well boring, and windmills. If manufacturers of these machines will send to this consulate catalogues with prices and probable freight cost of their various products from New York to Shanghai, I will see that they are put where they will do the most good. The prices required are the net ones to the purchaser.

MARKET FOR ROPE IN CHINA.

[From Henry B. Miller, consul, Niuchwang, China, August 18, 1903.]

There were 20,000 Chinese junks registered at Niuchwang last year. This is only a very small percentage of the number in China. In this section all of these junks use sails made of American cotton goods. An effort is being made to furnish the rope for them from the United States. The rope used thus far was made here from hemp raised in Manchuria. It is badly made, is quite inferior, and does not wear well—usually one season.

The seagoing junks use great quantities of rope, especially of large sizes, instead of anchor chains. This is made from some of the palms raised in southern China and the manufacturing of the rope is done also in the south by the men who navigate the boats. Inquiries there as to the cost of it will show the possibilities of competition for that trade.

The fact that considerable quantities of American rope are being ordered for Manchuria—some for Chinese junks—indicates the possibilities of a trade in this line. If sales can be established throughout north China they may grow to wonderful proportions, for the amounts used and the number of boats are surprisingly large.

If, in addition, it would be possible to get a part of the rope trade of southern and central China, the volume would be sufficient to keep several large plants in operation. The simple fact that the competition is against Chinese production need not necessarily signify that the business is impossible, for the strongest competitor of American cloth for the sails of these same boats is cotton cloth made from cotton produced in China.

The great bulk of transportation in China is by water, and no country in the world is using so many sailboats as is China; and all of these use considerable rope. This trade would not use the high-class and high-priced articles. Our cheapest and poorest are so much better than those in general use that they may possibly supplant them.

The enormous quantity used and the possibilities of a great trade if the market can be secured at all is sufficient inducement for a thorough investigation.

In China rope is made from grass, hemp, jute, palm, and bamboo. Manila ropes have been tried in this climate, but the extreme dryness of the air during the fall, winter, and spring, covering so long a period, shrinks and breaks the fiber and makes it worthless. Gunboats going into winter quarters here have found all of their ropes worthless in the spring and unable to bear any strain.

The seagoing junks use the large rope made of a species of palm, and the junk men take these ropes apart and work them over every two years.

The river junks here use hemp ropes varying in size from one-fourth of an inch to 1 inch in diameter. Price is 23 cents Mexican (9.6 cents) per catty (1⅓ pounds). They also use a jute rope, mostly 1¼ inches in diameter, for their anchor rope; this sells for 11 cents Mexican (5.4 cents) per catty.

The superior quality and longer life of American rope may appeal to these people. If samples and prices are sent to this consulate I will gladly give the matter attention and endeavor to introduce it.

THE GERMAN COLONY OF KYAO-CHAU.

[From Oliver J. D. Hughes, consul-general, Coburg, February 11, 1903.]

The last annual report of the imperial marine department regarding the German colony of Kyao-chau, covering the period from the beginning of October, 1901, to the end of September, 1902, has just been presented to the German Reichstag. It notes that the colony is developing, although the consequences of the Chinese troubles have not yet allowed the reestablishment of a normal state of affairs, either at Tsintau or at any of the other north Chinese ports.

Since November 14, 1897, when the first German sailors were landed and possession was taken of this colony (which covers an area of 540 square kilometers, or 208.4 square miles, and counts 80,000 inhabitants), the German Government has spent 50,000,000 marks ($11,900,000) on it, and the new appropriation calls for 12,421,000 marks ($2,956,198), of which 7,470,000 marks ($1,777,-860) are destined for building and fortifying purposes and for a floating dock.

Whether these heavy investments will pay or not depends largely on the question whether the colony will be made the scene of private enterprise on a large scale. In this connection, it should be mentioned that the Shantung Railroad Company has invested 54,000,000 marks ($12,852,000) and the German Mining Company (Deutsche Bergbaugesellschaft) 12,000,000 marks ($2,856,000) without any help or guaranty on the part of the Government. The report says that real development of traffic can not be expected until the harbor and railroad, which are still in the course of construction, are completed, and until the mining operations are far enough advanced to be carried on in a regular businesslike manner. Since the middle of 1902, 170 kilometers (105.6 miles) of the new railroad have been opened to general traffic, but it is stated that the high water last summer destroyed the bridge over the Weiho River and damaged the railroad in several places. Every day one train runs from Tsintau to Weihsien and one in the opposite direction. In spite of the disturbances alluded to, the weekly number of passengers was, on an average, 4,000 to 5,000 people, and the goods traffic within nine months—building materials not included—amounted to 12,000 tons. Up to a few years ago the building of railroads in China was impeded by the hostile attitude of the population, but this has been changed. The Chinese governor of Shantung has even bought a considerable number of railroad shares.

It must be admitted that the goods traffic on the new line leaves much to be desired; improvement will depend on the possibilities of the export of coal. On October 30, 1902, the first coal train arrived at Tsintau. The report says in regard to the quality of the Weihsien coal:

"On trials made in the Government workshops it has proved to be superior to the Japanese coal, as it has greater heating power and gives off less smoke; also when tried as fuel on cruisers of the German squadron the coal gave satisfactory results, so that trials on a larger scale are at present being made in order to ascertain its general usefulness."

It is thought that by July, 1904, the line, in its whole length of 450 kilometers (279.6 miles), will be completed, its terminus being the town of Tsiangfu. Only then will it be seen if it will pay and if the colony of Kyaochau is likely to prosper. So far its imports and exports are of little importance, and the value of transit goods during the year from October 1, 1901, to September 30, 1902, reached a total of $9,374,000, or about $400,000 less than in the preceding year. The report says:

"For some time to come Tsintau is likely to be a transit port—supposing, of course, that the facilities for shipping, loading, and forwarding of goods are as good as those of the treaty port of Chefoo. Only after the town has become of importance as a transit port can the outlook for an independent import trade be given. But to enter into profitable business relations with a people like the Chinese, who are most reluctant to relinquish their old habits, means hard and tedious work for a great number of years."

FLOUR IN CHINA.

[From Henry B. Miller, consul, Shanghai, December 29, 1900.]

The most encouraging feature to the importer of flour in the figures of importation is not alone in the enormous increase of total imports, but in the fact of the very large increase at each and every port. It is a most significant and gratifying characteristic of the trade that wherever flour has been introduced there has been such rapid increase in the demand and in the consumption as to give an assurance of a continued and growing market therefor in all sections of China where the cost of transportation does not bar its use.

CHINESE APPETITE FOR FLOUR.

Flour evidently gratifies the Chinese appetite by satisfying the desire for variety in food, at the same time coming within their ability to buy.

A careful observation of the Chinese method of living, their system of preparation of food, and habits of consumption shows conclusively that flour is especially well adapted thereto, and that whenever it can be brought within their purchasing power it is sure of permanent and increasing use. Its use in so many different ways makes it especially desirable. With the development of China will come improved conditions of the Chinese and a demand for better and more diversified food. Progress in China means a wonderful increase in the consumption of wheat flour.

CHINESE USES OF FLOUR.

In all the Chinese cities a very large percentage of the population lives in a sort of hand-to-mouth fashion, buying food from restaurants. Hot water is sold from stands by people who make a business of providing it. The great necessity for economy in fuel seems to be the primary cause of this mode of living. Restaurants are the great consumers of foreign flour.

Throughout central and southern China very little baked bread is used, and the flour is consumed in the form of dough, vermicelli, or dumplings filled with chopped meat, or meat and vegetables or fruit.

The flour is made into dough and worked into a leathery form by a man operating a bamboo fastened at one end. The worker sits on the other end of the bamboo and presses and works the dough until it is quite tough; it is then pressed into thin sheets and cut into strings, boiled, and thus eaten, or made into dumplings and then steamed and eaten. In nearly every case it is eaten while hot. This foreign flour is also used quite extensively in cakes and Chinese confections of various kinds.

In a great many of these restaurants the native flour made from native wheat is used for the inside of the dumpling and dough bread, and the finer and whiter flour is used as a covering.

The Chinese appetite seems to demand boiled or steamed food rather than baked; hence, very little foreign flour is baked into bread for Chinese consumption.

FLOUR VERSUS RICE.

This foreign flour does not come into actual competition with rice and can not altogether take its place with the great rice-eating population of China, but it answers the purpose of furnishing a cheap variety to the food of those able to buy it. The coolie, the merchant, and the mechanic in all the treaty ports of China get better wages than those in the interior, are able to add a little variety to their food, and are becoming consumers of foreign flour. The rate of wages in all the treaty ports has been gradually increasing for several years.

GRAIN GROWING IN CHINA.

It is observed that the great consumption of the foreign flour is in the rice-growing section of China, where rice constitutes the staple food. The wheat flour goes into this section as an addition to, and not as a substitute for, the rice diet.

In the northern part of China grain food other than rice is the staple. Millet, corn, wheat, and buckwheat form the main food grains. Baked corn bread is a common article of diet in this section; and wheat flour, grown and ground by the natives, is quite extensively used.

Wheat is grown to some extent in nearly every section of China. It is grown more extensively throughout the northern and western than in the central and southern portions, and in the north and west it is generally used for food. In these sections the grain is ground in small stone mills operated by hand or animal power, and in some places by water power. Throughout the north each family owns its own mill and grinds its own flour. A small stone mill is a part of each farmer's outfit.

The tall millet, growing to a height of 20 feet in some places, does not produce much food per acre, perhaps not more than a fourth as much as wheat, but the stalk is a necessity as a fuel, and it is grown largely for that purpose. The grain is used for animal as well as for human food.

If the Chinese get to using coal instead of vegetable growths for fuel this great area of country, now given up to tall millet, will no doubt be given over to wheat growing, and as this section produces a good quality of wheat it may be within the possibilities that China will produce the grain to supply most of her flour.

It is a very common misunderstanding of the agricultural and horticultural resources of China to believe that their full possibilities of food production have been reached. Many sections can be largely increased by irrigation, others by substituting food crops in place of fuel crops, and much idle land can be used for fruits. Mineral fertilizers will also increase the production.

Although agriculture is more highly developed than other industries, its full capabilities in food production are far from being realized. It is conceded that the northern part of China produces the best wheat, and it is claimed that it is as good as the average raised in the United States.

The vast waterways (rivers, creeks, and canals), covering such a large area, reaching in many sections almost every 40 acres of land, with the cheap labor engaged in transportation, make the carrying of grain an insignificant factor in its cost at the mill, and provide every means for its cheap distribution.

PLANTING, HARVESTING, AND THRASHING.

The greater part of the wheat is winter wheat, planted in the fall. It is not sown in large tracts, as in the United States, but planted in small lots of a fraction of an acre. It is in many cases planted by dropping about three grains in a hole and putting a few ashes in each hill. It is hoed and weeds are pulled out by hand. When ripe it is cut close to the ground or pulled out by the roots.

The thrashing is done by flails on the ground. The grain is gathered up, with a large percentage of dirt, and sold without being cleaned, so that the dirt adds much to the quantity. Another method of thrashing is to whip the grain over a row of sticks placed on a box.

The wheat is not cleaned before it reaches the mill, and when ground in the native mills much of the dirt is ground into the flour, so that it is gritty. All native mills are of small capacity, made of stone rollers over a stone base, and the product is a coarse, dark, and dirty flour. These mills are generally operated by animals, such as are used in that particular section of China.

There are no good modern plows or agricultural machinery anywhere in China and animals are little used in proportion to the work done. Hand labor is employed in growing, harvesting, thrashing, and transporting grain to market.

AN AMERICAN FLOUR MILL.

The increasing production of wheat in this part of China and the corresponding rise of a new industry is undoubtedly one of the signs of the advance of western ideas among the Chinese people. In the center of the great rice-growing region it is not a little astonishing to find that Chinese enterprise has seized so promptly on wheat as an article of food. The idea of the promoters of the flourishing and beautifully constructed Fou Foong flour mill, beyond the end of the Markham road, is of course to supply the foreign communities of northern China with flour which fully equals in quality the imported article. The Fou Foong is the first modern American flour mill in China and has been fitted by the Edward P. Allis Company, of Milwaukee, under the personal supervision of that company's representative, Mr. F. G. Morse, of Minneapolis. Its location is on the Shanghai bank of the Soochow Creek. It is a four-story stone and brick building of very pleasing exterior and thoroughly American in appearance and style. The main building is 72 feet long and 40 feet wide. A separate house, 40 by 40 feet, with two large godowns and a handsome commodious structure alongside for the manager and head miller, completes the building equipment. The appliances for the numerous processes through which the wheat passes until it emerges in snowy flour are of the most modern description.

The mill has 8,000 bushels capacity and can easily turn out 1,200 sacks of flour of 50 pounds per sack per day.

The company is entirely Chinese, with a fully paid-up capital of 200,000 taels ($134,000), almost all of which has been expended upon plant and buildings.

The Chinese are usually quite ready to furnish capital for enterprises that show an opportunity for profitable investment, and the money for the building and equipment of these mills was supplied wholly by Chinese.

The company is so well pleased with this investment that it is planning the erection of permanent warehouses for storing grain at various points in China. It has also in contemplation extensive additions to this plant, with a view of increasing its capacity to 1,200 barrels per day.

CHINESE NEPOTISM.

There are two strong Chinese characteristics that are seriously detrimental to the successful management of large industrial institutions exclusively by Chinese. The first and most important is the family or clan social and industrial system of China.

Every Chinese manager of any institution employing labor must provide employment for his father, uncle, grandfather, innumerable cousins, and entire clan relationship. These people do not work, are not expected to work, but are pensioners; and their great number makes a burden so heavy that the enterprise becomes unprofitable. This has been the cause of many institutions of a foreign character under exclusively Chinese management being failures, and is largely accountable for the extra cost of products of all factories, arsenals, etc., operated by the Chinese authorities.

There is no country where so many unnecessary people are clustered about industrial works, drawing pay and giving no economic value in return, as in China. The main thought in Chinese economy seems to be to find a place for a man to get wages, however small, regardless of whether he earns it or not. The idea that a man should be employed on the basis of his earning power and capacity is unknown.

The other characteristic is lack of organizing and directing power of the Chinese mind applied to industry. There is the most complete liberty and democracy of management of all industrial affairs on the part of the Chinese, with no organized systematic direction.

In moving heavy weights, there is no overseer, no manager, but each cooly has a say, and a stranger passing along can give direction without creating offense. Their entire industrial life has been so completely confined to hand labor and single-handed effort that the organizing and directing powers of the mind have not been brought into action.

These two characteristics make it absolutely essential that foreigners must inaugurate, develop, and direct for a long time to come the modern industrial affairs of China, even when resting upon Chinese capital. The purely commercial side of the growing industries of China will be handled better by the Chinese themselves. The mechanical, the economic, the distinctly industrial part of all progressive movements in China must be under the direction of foreigners.

OUTLOOK FOR AMERICAN FLOUR AND MILLING MACHINERY.

The consumption of flour in China, then, that is growing so fast, indicates a good future market for American flour and flouring-mill machinery, as well as employment for skilled Americans in the construction and operation of flour mills.

The conservative character of the people of China when it comes to a change in methods of industry is so well established that it seems perfectly safe to predict that the demand for flour for many years to come will be far ahead of the local production. The ability of the United States to place flour cheaply in all the great coast cities gives assurance of an extensive and permanent trade between our country and the Orient.

BICYCLES IN CHINA.

[From Henry B. Miller, consul, Niuchwang, February 17, 1903.]

The use of bicycles by the Chinese is increasing notably and the possibilities of the market are limited only by the abilities of the Chinaman to purchase.

A special study of the character of bicycles suited to this country will greatly increase the sale. In north China men travel extensively, and they would use the bicycle much more if it were brought within their means. The roads are somewhat rough, and a substantial vehicle is required to traverse them. The Chinaman is not a great mechanic and has little ingenuity, and wheels for his use should not be delicate or require much in way of repairs. On account of their manner of dress they generally prefer wheels designed for ladies.

Strength, durability, and cheapness, rather than lightness and comfort, should be the main features of bicycles designed for this market. A Chinaman will sit all day on horseback or in a cart in a position that would be simply unbearable for a foreigner. The people here do not want to pay for luxury.

The following suggestions by an experienced bicycle rider in China are worth careful study by manufacturers:

The modern bicycle has three great disadvantages on Chinese roads, at least in the north: (1) The pneumatic tire is subject to puncture and is hard to repair; (2) the pedals are hung too low and strike obstacles, such as stones and rough ground; (3) the chain gets full of grit, and is annoying in many ways.

The last item is eliminated in the chainless wheels, but this excellent device is as yet rarely met with in China. The American "Columbia Chainless" is a great advance, and with the cushion frame could be ridden comfortably with solid tires; but its excessively low pedals make it an impracticable mount for rough roads. Some German wheels have the advantage of higher pedals. What is needed for China is embodied in the following specification, and the manufacturer who is bold enough to turn out a strong and plain bicycle along these lines will sell it by the thousand:

1. Chainless, dustproof gearing. If chain be preferable, protect against dust.
2. Pedals clearing the ground by at least 6 inches.
3. Cushion frame, with compensating device to equalize pedal reach.
4. Solid or other nonpuncturable tires.
5. Extra-thick spokes, with strong threads.

Let such a bicycle have the following accessories included in the price: Necessary tools for all nuts and screws, bell, frame luggage carrier, bar bundle carrier, and brake of simple construction.

Steel rims are liable to rust and wood rims may warp from excessive moisture. Either kind will answer, though copper escapes danger.

Avoid unnecessary fancy work and nickel plating to reduce cost. Luggage carriers are essential to the traveler in China, for he must carry his blanket and a few extra articles of clothing.

A bicycle designed especially for the use of the Chinese, with cheapness as a leading feature and the above suggestions followed, would have a good and growing market for years to come.

APPLES IN CHINA.

Consul Henry B. Miller writes from Niuchwang, January 25, 1902, to the editor of an Oregon newspaper in regard to the export of apples from the Pacific coast to the Orient. The consul instances a shipment of 50 boxes of apples, which were sent from Portland on September 28, 1901, and reached Niuchwang November 10. They were packed in ordinary light 10 by 11 by 22 inch boxes, cleated on both sides, and the apples were wrapped in paper. The packages held in good shape, and every box arrived intact. The percentage of loss was greatest with the Red Russian variety (75 per cent) and least with the Ben Davis (2 per cent); the Spitzenberg lost 10 per cent; the Shannon Pippin, 25 per cent, and the Jonathan, 50 per cent. California ships a quantity of third-grade yellow Newtons to China. Some of these, says Mr. Miller, are consumed by foreigners, but most of them go to the Chinese fruit stands and restaurants and are eaten by natives. The Chinese appetite for fresh fruit is strong, and apples are in great favor; the only obstacle to the creation of a large market is the inability of the masses to purchase. The average Chinaman does not distinguish the different varieties of apples, and if inferior grades could be sent at low rates an extensive outlet could be created. Northern routes are the best for shipping green fruits. All shipments of apples for the northern ports of China should be sent by October 1, on account of the danger of freezing if they arrive late in the season. If the fruit reaches north China in good condition, it will keep well on account of the dry, cold climate. The presence of the Russians in Vladivostok, Port Arthur, and Dalny will increase the market for our apples, as the Russians like this fruit very much.

CAMPHOR MONOPOLY IN CHINA.

Consul John H. Fesler, of Amoy, under date of July 10, 1902, reports the granting of a monopoly of the camphor trade in the province of Fukien, including the consular districts of Fuchau and Amoy, to a Japanese subject. Camphor trees are cultivated in the interior by the Chinese, but they have never engaged in the manufacture of camphor until last year, when an American firm made contracts to buy their camphor, and the goods purchased were brought to Amoy under a transit pass issued by the imperial maritime customs. Several Japanese firms followed this initiative. Later a Chinese firm in Amoy bought the monopoly of the trade from the viceroy. This firm, owing to its scant capital and defective process of steaming, heating, etc., failed, and a Government camphor board was then established and an agreement made to employ a Japanese expert to instruct the Chinese in the manufacture of camphor. The granting of monopolies is forbidden by existing treaties with China, and the report of the present camphor monopoly is denied by the Japanese minister. In any case, it is doubtful whether the Japanese intend to develop the camphor industry, their object being to control the price in order to make their Formosa industry more profitable. Camphor can not be manufactured as cheaply here as in Formosa, where they do not have to pay for the trees.

FRENCH INFLUENCE IN CHINA.

The Colonial Fortnightly, quoting another French paper—the Monitor of the Fleet—concerning the development of French influence and interests in the valley of the Yangtze Kiang, says:

Two French merchants have established, under the title "Compagnie Asiatique de Navigation," a line of steamers flying the French flag, on the Yangtze Kiang, between Shanghai and Hankau. For many years these merchants have pursued their purpose to do this with great patience and energy. They have not despaired or allowed themselves to be thwarted by any difficulty.

Success is at last assured. The capital invested in the enterprise is partly French and partly Chinese. This goes a long way toward securing success, for the Chinese who have invested their capital in the company will hardly have done so before making up their minds to send whatever freight they have by the new line. Two large steamers have been ordered at the arsenal of Fuchau, which a French engineer has skillfully directed since 1896. The keel of one has been already laid. These ships are to be 280 feet long, 42 feet wide, 10½ feet draft, and 1,200 tons burden. They are to have a passenger-carrying capacity of 800 coolies, third class; 60 cabins, with two beds each, and two saloons for the Chinese of the first and second classes; and a first-class cabin arrangement for Europeans. They are to make 15 knots with 200 tons on board. The fact that these two boats begin this work and were built at an arsenal directed by a Frenchman is cause for congratulation.

CHINESE EXPORTS TO THE UNITED STATES.

[From John Goodnow, consul-general, Shanghai, February 10, 1903.]

The total exports from China to the United States in 1902, as valued in the invoices registered at the various consulates, amounted to $27,189,283.11 in United States gold. This amount was shipped from the following ports:

	Dollars.
Shanghai	14, 610, 524. 65
Canton	5, 405, 879. 61
Tientsin	2, 949, 406. 64
Amoy	2, 440, 565. 01
Fuchau	1, 118, 053. 00
Hankau	542, 765. 38
Chefoo	122, 088. 82
Total	27, 189, 283. 11

The classification is shown in the table annexed. The imperial maritime customs valued the trade from China to the United States in 1901 at $11,932,551.36 gold. From the best information at my disposal at the time, I estimated this trade in 1901 at $16,616,287.57. Taking the estimate as probably more correct than the customs returns, the gain in 1902 is $10,572,995.

Judging by the statement of shipments from Shanghai annexed, we have regained the flourishing trade that existed before the Boxer trouble.

EFFORTS TO PROMOTE TRADE IN CHINA.

[From R. M. McWade, consul-general, Canton, China, October 12, 1903.]

His Excellency Tsen, viceroy of the Two Kwangs, has issued a proclamation inviting the merchants of the seventy-two guilds of Canton to hold a meeting for the purpose of dealing with the promotion of trade in Canton. In connection therewith, he has offered the following suggestions for their consideration:

1. A chamber of commerce should be established, every guild to be represented by a leading merchant. Constant meetings should be held, so that all disputes between merchants can be settled and all complaints can reach the ears of the high authorities at once. Branches of the chamber of commerce should also be established in Chiu-Chow and Shiu-Hing to cooperate.
2. Inspectors of commerce should be employed to inspect all exports, imports, and native products, and all other things connected with trade.
3. There should be exhibitions of articles, native and foreign, to extend the knowledge of the chamber of commerce.
4. Men should be employed to report all the market quotations, the conditions of the market, and all other things connected with commercial business.
5. Commercial training schools should be opened.
6. The chamber should consult with merchants in foreign countries and ask them their advice as to the promotion of commerce.

COMMERCIAL NOTES.

Market for toilet soaps in China.—A French consular report from Shanghai states that a large demand exists there for cheap toilet soaps. French, German, and some Austrian firms have secured a good market for such goods by a close study of the Chinese taste. The soaps are wrapped up and labeled in French, as, for instance, "Savons à la Rose de Chine," "Reine des fluers," etc. The only competitors of the French, German, and Austrian manufacturers worth mentioning are Colgate & Co., and an English house.—*Richard Guenther, consul-general, Frankfort, Germany, November 5, 1903.*

Catalogues wanted.—Under date of Niuchwang, China, November 27, 1903, received at the Department of Commerce and Labor on January 20, 1904, United States Consul H. B. Miller reports that the resident engineer in chief of the Chinese Eastern Railway, Imenpo, Manchuria, desires catalogues of flour mill, brewery, and tar-making machinery, which should be addressed to H. B. Miller, United States consul, Niuchwang, China.

Chinese warehouses in Russia.—The results of the excursion of Chinese merchants to European Russia, mentioned in a former report from this commercial agency, is seen in the determination to open warehouses for Chinese products at St. Petersburg and Moscow. They will bring their native commercial agents and business staffs along. The shops will be built in Chinese style. From St. Petersburg and Moscow branch establishments are proposed at Warsaw, Wilna, Helsingfors, Riga, Kief, and Odessa.—*Richard T. Greener, commercial agent, Vladivostock, May 28, 1903.*

PROGRESS OF THE FOREIGN TRADE OF CHINA.

The tables following have been prepared in the Bureau of Statistics of the Department of Commerce and Labor from the statements in the latest official reports available:

TREATY PORTS OF CHINA—DATE OF OPENING TO FOREIGN COMMERCE, POPULATION, IMPORTS, AND EXPORTS.

PORTS.	Province.	Date of opening.	Population.	Treaty under which opened.	1897		1900	
					Net imports (foreign).	Exports.	Net imports (foreign).	Exports.
					Hkn. taels.	*Hkn. taels.*	*Hkn. taels.*	*Hkn. taels.*
Shanghai	Kiangsu	May, 1843	620,000	Treaty of Nanking, 1842	31,725,393	59,166,376	38,729,112	50,263,756
Canton	Kwangtung	October, 1859	800,000	do	13,770,036	22,899,671	13,627,664	21,058,997
Swatow	do	January, 1860	38,000	Treaty of Tientsin, 1858	9,653,938	10,309,288	12,714,559	12,357,834
Chinkiang	Kiangsu	April, 1861	140,000	do	13,285,419	5,078,723	12,865,324	4,097,210
Tientsin	Chihli	May, 1861	700,000	Peking convention of 1860	30,212,260	11,000,041	14,728,354	8,073,384
Ningpo	Chehkiang	do	255,000	Treaty of Nanking, 1842	8,990,251	4,986,495	7,601,778	4,945,996
Foochow	Fuhkien	July, 1861	650,000	do	5,196,884	6,841,266	5,644,110	7,021,555
Newchwang	Shingking	October, 1861	45,000	Treaty of Tientsin, 1858	8,995,929	13,808,612	7,732,434	11,469,557
Kiukiang	Kiangsi	January, 1862	62,000	do	6,563,311	7,080,576	7,020,101	8,019,161
Hankow	Hupeh	do	850,000	do	17,172,351	24,540,382	19,743,376	32,106,961
Chefoo	Shantung	March, 1862	40,000	do	11,066,410	7,717,413	11,084,758	10,402,707
Amoy	Fuhkien	April, 1862	96,000	Treaty of Nanking, 1842	7,285,683	2,441,231	7,220,000	1,920,997
Kiungchow	Kwangtung	April, 1876	35,000	Treaty of Tientsin, 1858	1,461,940	1,826,241	2,093,150	1,658,538
Wenchow	Chehkiang	April, 1877	80,000	Chefoo agreement, 1876	722,040	335,596	800,679	303,227
Pakhoi	Kwangtung	do	20,000	do	2,656,724	1,512,750	2,042,920	1,796,034
Ichang	Hupeh	do	35,000	do	647,902	423,950	516,117	699,838
Lungchow	Kwangsi	August, 1889	20,000	French Tientsin convention	83,074	25,873	123,324	9,186
Mengtsz	Yunnan	do	12,000	do	2,394,028	1,057,737	2,963,242	2,439,088
Chungking	Szechuen	March, 1891	300,000	Chefoo agreement, additional article, 1890	8,443,947	6,751,258	12,917,081	6,993,037
Yatung	Tibet	May, 1895		Sikkim Tibet convention, regulations, 1893				
Soochow	Kiangsu	September, 1896	500,000	Japanese treaty of Shemonoseki, 1895	921,034	599,224	174,662	671,996
Shasi	Hupeh	do	73,000	do	48,428	181,220	334,839	161,793
Hangchow	Chehkiang	do	700,000	do	1,259,544	6,169,372	2,581,807	4,785,371
Szemao	Yunnan	January, 1897	15,000	French Tonkin frontier convention	154,596	31,378	150,195	35,316
Samshui	Kwangtung	February, 1897	5,000		37,759	42,496	1,430,307	816,756
Wuhu	Nganhui	May, 1897	92,230	Chefoo agreement, 1876	3,700,373	3,232,121	5,973,642	9,714,541
Nanking	Kiangsu	do	300,000				1,439,370	1,710,284
Wuchow	Kwangsi	June, 1897	52,000		1,392,415	472,902	4,496,811	1,939,571
Funing	Fokien	April, 1898	20,000					
Tochau	Hunan	do	18,000					
Chinwang	Chihli	do	37,000					
Mukden	Fengtien	January 13, 1904	200,000	Treaty of Peking, October, 1903				
Antung	do	do	10,000	do				

NOTE.—Kowloon and Lappa are customs "stations" at which goods passing from Hongkong and Mecao, respectively, to Canton pay customs duties, and are therefore included in the lists of ports where customs are collected, but are not usually classified as treaty ports. Kongmoon, Kumchuk, Shiuhing, and Takhing, on the West River, have been established as "stages" or "places of call" for the landing and shipping of passengers and goods by steamers furnished with a special six-months' river certificate.

SILVER VALUES OF THE EXPORT TRADE OF CHINA FOR THE PERIOD 1890-1902.

YEARS.	Haikwan taels.	YEARS.	Haikwan taels.
1890	87,618,000	1897	163,501,000
1891	101,428,000	1898	159,037,000
1892	103,049,000	1899	195,785,000
1893	117,032,000	1900	158,997,000
1894	128,997,000	1901	169,657,000
1895	143,293,000	1902	214,182,000
1896	131,081,000		

The conversions into United States dollars on the basis of the average price of silver (with exchange at par) give the following figures:

YEARS.	Dollars.	YEARS.	Dollars.
1890	109,172,000	1897	117,721,000
1891	119,279,000	1898	111,803,000
1892	106,862,000	1899	140,182,000
1893	108,723,000	1900	117,499,000
1894	97,522,000	1901	120,287,000
1895	111,625,000	1902	134,720,000
1896	105,389,000		

The customs collections for each year, both in native currency and United States equivalents, have been as follows:

YEAR.	Haikwan taels.	United States dollars.	YEAR.	Haikwan taels.	United States dollars.
1890	21,996,226	26,407,299	1897	22,742,104	16,374,315
1891	23,518,021	26,238,222	1898	22,503,397	15,819,888
1892	22,689,054	23,528,549	1899	26,661,460	19,089,605
1893	21,989,300	20,384,082	1900	22,873,986	16,881,002
1894	22,523,605	17,027,845	1901	25,537,574	18,106,140
1895	21,385,389	17,438,218	1902	30,007,044	18,874,431
1896	22,579,366	18,153,810			

NOTE.—The Haikwan tael has been reduced to United States dollars at the following rates: 1890, $1.246; 1891, $1.176; 1892, $1.037; 1893, $0.929; 1894, $0.756; 1895, $0.779; 1896, $0.804; 1897, $0.72; 1898, $0.703; 1899, $0.716; 1900, $0.739; 1901, $0.709; 1902, $0.629.

SHIPPING OF CHINESE PORTS, 1890, 1900, AND 1902.

FLAG.	FOREIGN TRADE.						COASTWISE TRADE.					
	Entries.			Tonnage.			Entries.			Tonnage.		
	1890	1909	1902	1890	1900	1902	1890	1900	1902	1890	1900	1902
British	1,836	3,335	3,284	2,031,608	3,239,924	3,627,364	6,632	8,080	9,095	6,025,347	8,303,336	9,846,258
American	20	69	183	21,749	130,546	186,538	58	581	466	19,063	103,340	60,295
German	393	433	713	262,480	637,653	1,023,775	677	1,331	2,313	410,940	1,381,467	2,588,411
French	63	376	524	114,479	280,539	316,481	24	115	233	4,560	50,923	99,814
Dutch	3	9	24	3,887	14,121	26,981	1	1	11	1,561	1,958	12,478
Danish	101	2	18	39,235	4,140	31,799	45	22	31	19,362	20,005	32,154
Spanish	14		1	8,570		2,973		6			269	
Swedish and Norwegian	12	93	244	6,384	102,997	230,942	12	69	234	5,696	61,331	204,513
Russian	21	57	72	30,182	68,974	116,855	8	167	482	13,944	77,012	185,151
Austrian		17	15		31,997	27,044	51	5		12,585	6,774	
Belgian		1			1,220			1			1,220	
Italian												
Japanese	267	751	1,041	219,263	774,481	1,223,601	46	1,712	2,410	33,225	1,165,879	2,455,415
Portuguese		306	193		23,991	15,988			1			160
Korean		11	18		4,556	13,583		4	1		1,735	796
Nontreaty powers	2	3	1	588	1,007	1,332						
Chinese	382	1,485	2,406	205,667	223,255	378,548	4,689	15,331	10,401	2,944,033	3,674,917	4,263,433
Total	3,114	6,948	8,737	2,944,092	5,539,404	7,223,804	12,243	27,431	25,678	9,490,316	14,850,166	19,748,908

[For value of standards of currency, weight, and measure, see page 2370.]

VALUE OF IMPORTS INTO PORTS OF CHINA, BY COUNTRIES, SHOWING AMOUNT FROM THE UNITED STATES AND FROM ALL FOREIGN COUNTRIES; ALSO THE AMOUNT ENTERING FROM AND REEXPORTED TO OTHER CHINESE PORTS IN 1898.

[From official reports of China customs service.]

PORTS.	From United States.	Direct from foreign countries.	From foreign countries through Chinese ports.	Total.	Reexports to Chinese ports.
	Haikwan taels.	*Haikwan taels.*	*Haikwan taels.*	*Haikwan taels.*	*Haikwan taels.*
Shanghai	16,057,183	126,631,681	525,216	127,156,897	97,730,387
Tientsin	980,205	9,110,272	23,564,175	32,674,447	94,933
Chefoo	125,034	6,283,776	8,928,378	15,212,154	669,331
Newchwang	890	1,453,318	9,174,245	10,627,563	50,092
Canton		11,970,502	102,934	12,073,436	32,352
Chungking			7,967,012	7,967,012	330
Ichang			7,348,780	7,348,780	6,858,498
Shasi			23,797	23,797	
Hankow		65,882	21,125,443	21,191,325	5,171,604
Kiukiang		17,300	6,842,723	6,860,023	7,210
Wuhu		4,711	3,916,494	3,921,205	7,785
Chinkiang		503,448	12,147,259	12,650,707	23,853
Soochow			646,127	646,127	1,290
Ningpo		747,662	7,500,610	8,248,272	30,797
Hangchow		43,252	2,043,588	2,086,840	1,965
Wenchow		11,169	716,846	728,015	84
Foochow		5,040,431	817,431	5,857,862	15,406
Amoy		11,569,442	79,621	11,649,063	86,008
Swatow		12,570,842	274,456	12,848,298	22,470
Wuchow		2,793,374	37,675	2,831,049	217
Samshui		1,243,020		1,243,020	3,520
Kowloon		17,138,751		17,138,751	
Lappa		3,347,685		3,347,685	
Kiungchow		1,996,213		1,996,213	4,168
Pakhoi		2,368,320		2,368,320	
Lungchow		120,327		120,327	
Mengtsz		2,453,839		2,453,839	
Szemao		226,165		226,165	

PRINCIPAL ARTICLES IMPORTED INTO CHINA FOR HOME CONSUMPTION

[From the British Foreign

PRINCIPAL ARTICLES.		1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890
Bicho de mar	piculs	19,819	27,034	26,180	28,239	22,204	28,547	33,156	35,575	32,199	33,150	36,226
	H. taels	475,000	617,000	635,000	551,000	475,000	529,000	592,000	681,000	656,000	864,000	936,000
Coal	tons	214,421	252,726	253,099	241,870	263,378	301,932	310,988	304,542	268,308	[illegible]0,569	306,027
	H. taels	968,337	1,309,000	1,220,000	1,184,000	1,493,000	1,735,000	1,799,000	1,819,000	1,657,000	2,377,000	1,973,000
Cotton:												
Raw	piculs	87,486	137,868	178,478	211,306	187,105	134,405	94,382	173,728	156,579	113,545	149,562
	H. taels	903,822	1,487,000	917,000	2,100,000	1,784,000	1,298,000	826,000	1,433,000	1,513,000	1,213,000	1,577,000
Yarn, and manufactures of, total	H. taels	23,382,000	26,046,000	22,707,000	22,047,000	22,141,000	31,494,000	29,050,000	37,048,000	44,438,000	36,136,000	45,020,000
Yarn and thread	piculs	151,518	172,482	184,939	228,005	261,458	387,820	384,581	593,728	684,959	679,728	1,083,405
	H. taels	3,648,112	4,228,000	4,505,000	5,242,000	5,584,000	7,871,000	7,869,000	12,591,000	13,496,000	13,019,000	19,392,000
Gray shirting	pieces	4,653,736	5,830,371	5,270,875	4,417,235	4,311,551	6,123,685	5,294,664	5,340,363	6,094,638	6,504,417	6,604,956
	H. taels	6,441,000	7,854,000	7,014,000	5,962,000	5,723,000	8,108,000	7,011,000	7,122,000	8,390,000	8,626,000	8,323,000
Shirtings, other	pieces	1,637,139	2,265,724	1,776,000	1,699,841	2,034,226	2,713,081	2,038,209	2,423,910	3,241,053	2,301,970	3,112,762
	H. taels	2,876,000	3,769,000	3,082,000	2,856,000	3,113,000	4,158,000	3,260,000	4,101,000	5,649,000	4,079,000	5,270,000
Manufactures, other	H. taels	10,417,000	10,196,000	8,106,000	7,987,000	7,721,000	11,357,000	10,910,000	13,234,000	16,903,000	10,412,000	12,035,000
Fish and fishery products	piculs	66,582	98,914	82,109	110,350	83,161	91,704	54,225	234,403	309,697	279,750	300,068
	H. taels	442,000	535,000	490,000	745,000	560,000	665,000	313,000	1,941,000	2,637,000	2,635,000	2,805,000
Flour	H. taels	...	...	...	...	...	...	664,000	567,000	571,000	612,000	776,000
Ginseng	piculs	3,614	3,676	4,731	3,500	3,015	3,848	2,399	3,180	2,438	2,589	3,270
	H. taels	451,737	526,000	763,000	739,000	603,000	783,000	583,000	727,000	619,000	669,000	795,000
Machinery	H. taels	...	...	...	...	...	...	181,000	398,000	373,000	346,000	410,000
Matches	Gr. bxs	1,419,540	1,706,480	1,904,629	1,371,698	1,198,912	2,430,633	1,973,731	2,276,863	3,195,389	3,378,284	4,146,895
	H. taels	583,000	747,000	853,000	602,000	717,000	1,027,000	805,000	672,000	1,090,000	1,123,000	1,341,000
Metals of all kinds, total		4,079,000	4,828,000	4,700,000	4,671,000	4,097,000	5,503,000	5,319,000	5,797,000	6,887,000	6,728,000	6,872,000
Copper, and manufactures of	piculs	16,045	21,143	23,812	19,025	22,510	47,109	46,193	61,579	33,820	54,389	36,413
	H. taels	248,000	329,000	370,000	306,000	370,000	661,000	550,000	756,000	508,000	726,000	517,000
Iron, and manufactures of	piculs	855,204	748,553	746,624	817,521	843,582	1,202,881	1,083,372	1,023,060	1,298,408	1,148,729	1,124,341
	H. taels	1,533,000	1,293,000	1,284,000	1,484,000	1,483,000	1,993,000	1,758,000	1,680,000	2,185,000	2,076,000	2,127,000
Lead and quicksilver	piculs	160,972	283,004	254,664	197,824	107,838	164,726	219,182	227,083	233,879	261,311	224,334
	H. taels	813,000	1,234,000	1,099,000	801,000	482,000	688,000	940,000	1,007,000	1,165,000	1,315,000	1,069,000
Tin and tin plates	piculs	64,159	95,513	72,673	75,599	72,533	87,467	62,337	65,402	107,466	82,676	91,561
	H. taels	1,052,000	1,503,000	1,461,000	1,490,000	1,229,000	1,640,000	1,311,000	1,403,000	2,275,000	1,880,000	1,903,000
Oil, kerosene:												
American	galls	...	...	...	...	...	...	23,038,101	12,015,135	16,613,090	14,999,942	23,591,113
	H. taels	...	...	...	...	...	...	...	...	...	2,179,000	3,262,000
Russian	galls	...	...	...	...	...	...	...	...	...	5,655,471	7,237,611
	H. taels	...	...	...	...	...	...	2,211,000	1,365,000	2,219,000	697,000	831,000
Opium, total	piculs	71,653	79,074	65,709	67,405	67,181	66,645	67,788	74,350	82,402	76,041	76,636
	H. taels	32,343,000	37,592,000	26,746,000	25,346,000	26,150,000	25,439,000	24,989,000	27,927,000	32,331,000	30,445,000	28,956,000
Malwa	piculs	32,892	36,481	29,336	35,218	36,796	33,635	37,183	35,144	32,907	28,478	28,902
	H. taels	17,369,000	20,324,000	13,090,000	13,523,000	14,735,000	13,173,000	14,484.000	13,688,000	14,067,000	12,102,000	11,459,000
Patna	piculs	16,503	17,996	15,379	12,825	13,646	14,217	13,703	20,041	28,817	24,657	25,436
	H. taels	6,569,000	7,348,000	5,958,000	4,990,000	5,164,000	5,284,000	4,637,000	6,971,000	10,605,000	9,441,000	9,189,000
Benares	piculs	17,297	18,067	15,017	13,950	12,374	14,288	11,614	14,281	16,192	17,816	17,291
	H. taels	6,355,000	7,161,000	5,499,000	5,063,000	4,469,000	5,084,000	3,859,000	5,262,000	5,897,000	6,832,000	6,279,000
Other	piculs	4,961	6,530	5,977	5,412	4,365	4,505	5,288	4,884	4,486	5,090	5,007
	H. taels	2,050,000	2,759,000	2,199,000	1,770,000	1,782,000	1,898,000	2,009,000	2,006,000	1,762,000	2,070,000	2,029,000
Pepper, black and white	piculs	36,840	56,461	37,692	31,180	36,718	37,954	27,972	36,416	39,351	42,345	58,546
	H. taels	255,000	460,000	298,000	271,000	358,000	528,000	421,000	560,000	610,000	616,000	826,000
Rice	piculs	30,433	197,877	233,149	253,210	151,952	316,999	540,290	1,944,251	7,132,212	4,270,879	44,000
	H. taels	44,000	247,000	288,000	303,000	202,000	467,000	920,000	2,756,000	9,634,000	6,021,000	616,000
Seaweed and agar-agar	piculs	439,984	388,103	400,196	339,342	302,951	433,585	491,465	428,036	491,605	437,189	480,010
	H. taels	795,000	747,000	1,344,000	1,030,000	777,000	894,000	1,057,000	969,000	1,055,000	887,000	975,000
Sugar, brown, white, refined; candy	piculs	57,382	35,740	76,911	104,035	110,410	119,055	118,655	271,719	145,871	104,794	209,121
	H. taels	279,000	164,000	370,000	462,000	441,000	499,000	542,000	1,199,000	667,000	511,000	1,076,000
Timber of all kinds	H. taels	592,000	787,000	974,000	754,000	355,000	678,000	695,000	585,000	939,000	813,000	834,000
Wool, manufactures	H. taels	5,811,000	5,854,000	4,496,000	3,893,000	3,710,000	4,824,000	5,631,000	5,425,000	5,098,000	3,975,000	3,643,000
Total value principal articles	H. taels	79,293,000	91,911,000	77,715,000	73,568,000	72,761,000	88,200,000	87,479,000	102,264,000	124,783,000	110,884,000	127,093,000
	dollars	111,744,000	123,935,000	107,944,000	100,318,000	98,848,000	113,565,000	101,693,014	118,309,482	142,641,982	127,594,764	160,424,173

(MERCHANDISE ONLY), 1880–1902, SHOWING QUANTITIES AND VALUES.

Statistical Abstract.]

1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	PRINCIPAL ARTICLES.
36,065	40,353	41,518	35,344	30,864	38,108	44,142	37,047	37,581	29,561	37,687	41,124	piculs... Bicho de mar.
855,000	1,031,000	1,053,000	853,000	837,000	767,000	1,092,000	987,000	1,064,987	683,474	796,843	1,129,916	H. taels.
369,994	398,230	428,940	486,295	572,431	624,914	549,359	730,606	859,370	864,158	1,152,959	1,173,621	tons .... Coal.
1,708,000	2,008,000	2,096,000	3,221,000	3,394,000	3,540,000	3,693,000	5,281,000	6,396,671	6,388,415	8,352,332	6,843,188	H. taels.
												Cotton:
110,618	106,635	53,419	43,103	44,711	99,129	160,256	229,005	278,366	134,750	254,855	248,566	piculs... Raw.
1,195,000	1,157,000	661,000	556,000	569,000	1,308,000	2,260,000	2,840,000	3,475,780	1,832,966	3,868,352	3,857,507	H. taels.
53,290,000	52,707,000	45,138,000	52,105,000	53,074,000	79,243,000	78,663,000	77,619,000	103,465,048	75,606,360	99,691,381	127,545,309	H. taels. Yarn, and manufactures of, total.
1,112,921	1,305,572	983,399	1,161,694	1,134,000	1,625,000	1,573,000	1,963,000	2,748,644	1,490,732	2,276,309	2,452,864	piculs... Yarn and thread.
20,984,000	22,153,000	17,862,000	21,397,000	21,209,000	32,010,000	34,421,000	39,295,000	54,940,581	30,187,372	49,012,005	54,793,567	H. taels.
5,985,598	6,460,792	4,302,000	4,839,445	5,387,000	5,517,000	4,958,000	5,131,000	5,130,896	4,502,138	4,121,655	6,317,698	pieces... Gray shirtings.
10,206,000	10,992,000	8,543,000	9,930,000	12,314,000	12,328,000	11,200,000	11,293,000	11,254,476	11,261,862	10,913,693	15,648,042	H. taels.
3,049,812	2,672,550	2,089,615	2,813,252	2,054,000	2,947,000	2,596,000	2,380,000	3,022,982	2,737,347	2,834,862	3,083,630	pieces... Shirtings, other.
6,075,000	5,672,000	4,788,000	6,824,000	6,119,000	7,983,000	8,438,000	7,241,000	8,792,969	8,739,862	9,014,681	12,917,223	H. taels.
16,025,000	13,890,000	13,945,000	13,954,000	13,432,000	26,922,000	24,604,000	20,834,000	28,477,022	25,417,264	30,751,005	44,186,477	H. taels. Manufactures, other.
284,676	292,906	334,504	305,643	282,000	282,000	308,000	268,000	335,115	307,879	352,820	339,947	piculs... Fish and fishery products.
2,640,000	2,686,000	3,111,000	3,191,000	3,159,000	3,128,000	3,445,000	3,162,000	3,848,931	3,391,338	4,274,600	3,828,810	H. taels.
705,000	671,000	772,000	1,080,000	1,466,000	1,506,000	1,222,000	1,775,000	3,189,497	3,329,868	4,726,962	3,844,319	H. taels.. Flour.
2,924	3,348	3,447	3,632	4,381	4,023	4,892	4,814	5,107	4,032	4,280	3,859	piculs .. Ginseng.
710,000	847,000	859,000	849,000	1,223,000	1,620,000	2,149,000	2,545,000	1,806,213	1,621,021	1,181,536	1,614,989	H. taels.
901,000	593,000	931,000	1,120,000	2,385,000	2,064,000	2,717,000	1,759,000	1,526,550	1,450,091	1,220,167	794,363	H. taels.. Machinery.
4,894,611	5,227,598	6,098,356	6,615,327	8,116,000	8,360,000	9,254,000	11,352,000	11,315,147	9,274,108	13,157,659	15,206,140	Gr. bxs . Matches.
1,507,000	1,424,000	1,540,000	1,639,000	1,914,000	2,100,000	2,052,000	2,597,000	2,712,545	2,235,381	3,066,566	3,585,187	H. taels.
7,254,600	7,131,000	7,198,000	7,527,000	7,189,000	9,759,000	8,147,000	9,787,000	9,208,207	9,178,452	10,428,662	10,574,928	Metals of all kinds, total.
47,801	42,301	47,019	42,576	27,163	50,252	51,937	38,297	25,284	26,401	....	....	piculs .. Copper, and manufactures of.
654,000	621,000	710,000	674,000	471,000	871,000	1,041,000	777,000	724,819	792,147	421,300	982,598	H. taels.
1,803,829	1,359,343	1,083,415	1,185,410	1,071,000	1,779,000	989,508	1,577,445	1,212,369	895,887	....	....	piculs .. Iron, and manufactures of.
3,183,000	2,559,000	2,226,000	2,468,000	2,311,000	3,808,000	2,596,000	4,113,000	3,803,611	3,476,927	3,914,333	4,182,499	H. taels.
161,996	226,182	180,530	214,836	183,000	173,000	130,123	148,937	156,788	89,273	154,901	136,360	piculs .. Lead and quicksilver.
760,000	1,003,000	771,000	1,025,000	905,000	916,000	772,000	946,000	1,057,226	621,835	981,534	836,463	H. taels.
88,169	84,936	83,062	97,008	131,000	122,000	126,918	164,990	56,329	80,218	152,601	117,759	piculs .. Tin and tin plates.
1,627,000	1,839,000	1,944,000	2,047,000	2,170,000	2,357,000	2,230,000	2,179,000	1,568,532	2,197,285	3,414,474	2,800,123	H. taels.
												Oil, kerosene:
39,348,477	31,884,013	36,720,382	51,670,853	23,056,000	33,521,000	48,213,000	50,084,000	40,724,989	34,447,112	57,759,677	43,287,807	galls.... American.
4,309,000	3,330,000	4,087,000	5,905,000	3,098,000	4,834,000	6,935,000	6,798,000	6,501,789	6,304,384	8,638,501	6,828,276	H. taels.
10,009,902	8,649,318	13,286,198	18,034,563	26,567,000	28,285,000	36,924,000	19,926,000	35,695,116	32,708,757	22,486,070	10,105,886	galls.... Russian.
958,000	873,000	1,484,000	2,100,000	3,195,000	3,522,000	4,618,000	2,202,000	4,891,380	5,148,027	4,276,141	1,283,065	H. taels.
77,227	70,929	67,912	63,051	51,525	48,930	49,217	49,785	59,100	49,201	49,466	50,801	piculs .. Opium, total.
28,333,000	27,418,000	31,691,000	33,336,000	29,165,000	28,652,000	27,901,000	29,256,000	35,792,763	31,030,811	32,936,579	35,456,656	H. taels.
29,294	28,867	28,531	29,634	26,789	22,979	19,541	18,980	28,361	22,872	21,774	17,776	piculs .. Malwa.
11,373,000	11,481,000	14,175,000	16,389,000	15,667,000	14,321,000	12,692,000	11,902,000	18,111,680	14,293,661	14,946,254	13,579,418	H. taels.
23,256	18,892	20,297	19,743	14,675	16,748	18,640	18,499	18,748	15,859	17,468	20,308	piculs .. Patna.
8,379,000	7,427,000	9,002,000	9,725,000	7,819,000	9,209,000	9,537,000	10,371,058	10,812,684	10,026,510	11,274,473	13,568,670	H. taels.
18,813	15,362	12,097	9,223	7,740	6,555	8,174	10,462	11,009	9,980	9,788	10,446	piculs .. Benares.
6,672,000	5,936,000	5,393,000	4,608,000	4,137,000	3,747,000	4,240,000	5,992,000	6,327,409	6,421,103	6,422,453	7,147,457	H. taels.
5,864	7,808	6,987	4,451	2,321	2,648	2,862	1,844	982	490	436	2,271	piculs .. Other.
1,909,000	2,574,000	3,121,000	2,614,000	1,542,000	1,375,000	1,432,000	991,000	540,995	289,537	243,393	1,161,111	H. taels.
57,444	66,542	48,905	70,708	52,788	65,702	26,803	15,558	33,744	21,751	37,960	24,887	piculs .. Pepper, black and white.
593,000	596,000	466,000	620,000	479,000	543,000	278,000	182,000	398,224	411,158	765,972	476,061	H. taels.
4,684,675	3,948,202	9,474,562	6,440,718	10,096,000	9,415,000	2,104,000	4,645,000	7,365,217	6,207,226	4,411,609	9,730,654	piculs .. Rice.
6,597,000	5,826,000	12,965,000	9,743,000	15,622,000	15,022,000	4,011,000	10,449,000	17,813,038	11,376,675	7,050,887	23,611,125	H. taels.
429,896	522,549	454,365	560,342	479,000	469,000	544,000	547,000	580,046	360,774	678,558	518,999	piculs .. Seaweed and agar-agar.
766,000	1,035,000	893,000	884,000	1,009,000	874,000	1,111,000	1,084,000	1,160,468	836,535	1,550,592	1,288,370	H. taels.
290,036	531,615	1,549,298	1,823,891	1,483,000	1,636,000	2,298,000	1,813,000	2,077,959	1,291,289	2,564,787	4,473,222	piculs .. Sugar, brown, white, refined; candy.
1,774,000	2,448,000	7,429,000	9,507,000	7,391,000	7,002,000	10,226,000	9,019,000	10,226,015	6,423,793	13,457,195	20,711,516	H. taels.
896,000	1,082,000	1,032,000	1,278,000	1,225,000	1,182,000	1,324,084	966,637	1,308,648	1,034,567	1,732,648	1,795,240	H. taels.. Timber of all kinds.
4,695,000	4,794,000	4,587,000	3,540,000	3,723,000	5,363,000	4,838,000	3,190,000	4,175,642	3,422,645	4,727,371	3,921,173	H. taels.. Wool, manufactures.
134,004,000	135,101,000	151,363,000	162,103,000	171,697,000	202,590,000	202,829,000	209,579,000	264,748,456	211,070,422	268,302,918	315,363,905	H. taels. Total value principal articles.
160,317,110	143,138,365	145,021,700	126,134,814	136,651,320	164,317,373	158,207,000	146,077,000	191,148,000	148,383,000	193,473,000	222,439,000	dollars .

Principal Articles of Domestic Produce Exported from China

[From the British Foreign

PRINCIPAL ARTICLES.		1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890
Cassia lignea	piculs	38,784	57,456	58,170	76,196	13,822	12,892	51,365	72,196	62,095	58,219	79,634
	H. taels	225,692	300,303	272,000	295,000	46,000	37,000	161,000	342,000	295,000	269,000	454,000
China ware, earthenware, pottery	piculs	75,142	78,503	98,243	90,558	87,142	89,642	108,857	230,000	294,722	268,758	234,704
	H. taels	379,574	387,006	471,000	336,000	242,000	273,000	213,000	1,113,000	761,000	638,000	617,000
Clothing (Chinese), boots and shoes	H. taels	327,548	358,301	389,000	410,000	454,000	385,000	944,000	1,307,000	2,107,000	1,710,000	1,428,000
Cotton, raw	piculs	18,077	22,908	41,690	22,074	53,572	61,850	47,572	69,227	202,546	504,420	298,887
	H. taels	180,000	228,000	404,000	241,000	615,000	717,000	523,000	678,000	2,228,000	5,045,000	2,989,000
Firecrackers and fireworks	piculs	27,051	34,380	40,617	56,187	51,530	29,875	67,971	120,382	129,467	134,078	122,707
	H. taels	261,000	323,000	377,000	522,000	483,000	289,000	623,000	1,109,000	1,213,000	1,215,000	1,124,000
Fruits of all kinds	H. taels	....	107,000	152,000	130,000	159,000	160,000	230,000	431,000	605,000	577,000	716,000
Hides of all kinds	piculs	20,623	38,518	34,946	64,017	88,023	90,412	86,721	80,914	87,824	60,975	60,271
	H. taels	253,000	474,000	386,000	679,000	961,000	941,000	996,000	828,000	922,000	702,000	715,000
Mats and matting	do	533,027	358,537	486,000	548,000	337,000	287,000	506,000	896,000	1,090,000	1,241,000	1,121,000
Paper of all kinds (including books)	piculs	43,580	53,439	57,853	59,287	48,889	67,592	71,719	163,571	202,902	190,140	184,939
	H. taels	512,720	597,496	623,000	710,000	622,000	596,000	674,000	1,217,000	1,650,000	1,423,000	1,360,000
Provisions and vegetables	H. taels	79,000	52,000	78,000	85,000	107,000	101,000	165,000	370,000	578,000	674,000	735,000
Silk, and manufactures of, total	H. taels	29,831,000	26,868,000	22,837,000	23,938,000	23,182,000	20,000,000	28,834,000	31,691,000	32,180,000	36,403,000	30,255,000
Raw, white, and yellow	piculs	78,100	60,483	60,419	59,142	61,140	50,113	64,488	66,704	63,654	74,931	60,422
	H. taels	22,604,465	19,614,716	16,990.000	16,959,000	15,847,000	12,846,000	17,921,000	19,657,000	18,709,000	22,850,000	18,593,000
Coarse and wild	piculs	4,101	5,199	4,089	5,836	6,652	7,871	12,555	12,041	13,129	17,827	19,980
	H. taels	385,876	509,441	345,000	511,000	609,000	724,000	1,289,000	1,084,000	1,361,000	1,952,000	2,032,000
Refuse	piculs	18,861	27,817	28,657	28,497	35,001	30,907	45,541	59,745	53,826	59,456	55,111
	H. taels	947,393	1,594,346	1,357,000	1,605,000	1,730,000	1,625,000	2,272,000	3,248,000	3,194,000	3,049,000	3,120,000
Cocoons	piculs	4,557	4,589	3,847	2,662	2,618	1,342	5,388	10,980	8,854	14,167	10,537
	H. taels	238,222	298,503	207,000	183,000	119,000	60,000	350,000	619,000	501,000	792,000	745,000
Piece goods (including pongees)	piculs	8,390	7,188	6,598	7,731	8,807	10,279	12,495	14,184	16,036	14,682	11,139
	H. taels	5,421,721	4,612,273	3,396,000	4,023,000	4,427,000	4,556,000	6,754,000	6,723,000	7,894,000	7,175,000	5,321,000
Manufactures, other	piculs	710	494	2,701	3,286	2,215	632	809	1,221	3,786	1,878	1,238
	H. taels	233,767	238,921	542,000	657,000	450,000	189,000	248,000	360,000	521,000	585,000	444,000
Straw braid	piculs	48,970	50,502	55,498	58,627	78,166	76,494	82,413	150,953	79,939	88,404	80,290
	H. taels	1,227,670	1,363,984	1,499,000	1,466,000	1,954,000	1,874,000	2,089,000	3,738,000	1,990,000	2,034,000	2,009,000
Sugar, brown, white, and candy	piculs	1,238,194	957,564	1,061,760	1,373,169	1,571,106	827,236	612,478	766,944	1,012,820	990,019	954,364
	H. taels	3,263,889	2,584,000	3,103,000	3,802,000	3,860,000	1,886,000	1,683,000	1,870,000	2,490,000	2,723,000	2,665,000
Tea, total	H. taels	35,728,000	32,890,000	31,332,000	32,174,000	29,055,000	32,269,000	33,505,000	30,041,000	30,293,000	28,258,000	26,663,000
Black	piculs	1,661,325	1,636,724	1,611,916	1,571,092	1,564,452	1,618,404	1,654,058	1,629,881	1,542,210	1,356,555	1,151,693
	H. taels	29,298,788	26,200,569	25,878,000	26,730,000	23,146,000	26,528,000	27,694,000	24,654,000	23,740,000	22,014,000	20,580,000
Green	piculs	188,623	238,064	178,839	191,115	202,557	214,693	192,930	184,681	209,378	192,396	199,504
	H. taels	4,196,441	5,106,554	4,091,000	3,903,000	4,405,000	4,167,000	3,552,000	3,046,000	4,087,000	3,819,000	3,700,000
Brick	piculs	232,969	247,498	219,026	218,744	244,996	280,112	361,492	331,281	412,642	310,178	297,168
	H. taels	2,132,304	1,468,184	1,304,000	1,501,000	1,483,000	1,512,000	2,218,000	2,312,000	2,453,000	2,230,000	2,137,000
Tablet	piculs	....	....	....	....	....	....	....	....	....	7,883	....
	H. taels	....	....	....	....	....	....	....	....	....	158,000	....
Dust	piculs	14,200	15,186	7,367	6,125	4,212	15,505	8,719	7,127	3,233	10,390	10,273
	H. taels	100,636	114,961	59,000	40,000	21,000	62,000	41,000	29,000	13,000	37,000	205,000
Tobacco, leaf and prepared	piculs	....	7,250	7,004	11,403	24,443	24,042	20,803	55,523	67,128	69,569	93,660
	H. taels	....	73,000	82,000	129,000	216,000	246,000	230,000	586,000	738,000	906,000	991,000
Wool	piculs	....	5,986	22,755	33,825	34,799	43,005	48,360	56,261	81,789	102,182	98,739
	H. taels	....	39,000	199,000	275,000	269,000	328,000	454,000	460,000	654,000	934,000	853,000
Total value articles	H. taels	77,884,000	71,452,974	67,337,000	70,198,000	67,148,000	65,006,000	77,207,000	85,860,000	92,401,000	96,948,000	87,144,000
	dollars	109,759,041	96,346,967	93,528,763	95,723,555	91,222,542	83,698,933	94,127,343	101,412,993	105,627,383	111,559,646	109,997,500

(MERCHANDISE ONLY), 1880–1902, SHOWING QUANTITIES AND VALUES.

Statistical Abstract.]

1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	PRINCIPAL ARTICLES.	
69,886	90,901	34,329	57,352	137,000	72,000	57,000	66,000	64,552	62,772	55,839	71,314	piculs ..	Cassia lignea.
405,000	589,000	239,000	379,000	558,000	508,000	430,000	537,000	648,630	633,568	591,985	848,702	H. taels.	
266,511	269,573	317,515	308,718	542,000	360,000	338,000	337,000	372,986	353,031	336,542	383,196	piculs ..	China ware, earthenware, pottery.
808,000	1,084,000	1,179,000	1,231,000	1,541,000	1,628,000	1,384,000	1,504,000	1,802,784	1,627,368	1,692,561	1,852,686	H. taels.	
1,406,000	1,593,000	1,830,000	1,851,000	2,190,000	2,088,000	2,178,000	1,983,000	2,224,253	2,039,743	1,860,601	1,850,587	H. taels.	Clothing (Chinese), boots and shoes.
355,585	508,843	576,155	747,231	896,000	418,000	493,000	274,000	229,220	711,882	290,865	774,536	piculs ..	Cotton, raw.
3,841,000	5,089,000	6,166,000	7,361,000	11,203,000	5,018,000	7,393,000	3,151,000	2,980,373	9,860,969	4,705,606	13,161,051	H. taels.	
110,122	130,957	121,268	165,359	329,000	184,000	175,000	132,000	151,324	135,395	153,016	122,838	piculs ..	Firecrackers and fireworks.
1,013,000	1,181,000	1,099,000	1,576,000	1,961,000	1,828,000	1,746,000	1,317,000	1,554,277	1,620,817	1,979,719	1,710,355	H. taels.	
518,000	666,000	779,000	825,000	870,000	805,000	1,047,000	1,105,000	1,444,252	1,211,937	1,465,942	1,344,095	H. taels..	Fruits of all kinds.
67,521	62,911	95,597	119,020	115,000	158,000	217,000	226,000	232,700	233,912	234,509	295,205	piculs ..	Hides of all kinds.
653,000	495,000	753,000	1,090,000	981,000	1,826,000	3,070,000	3,747,000	3,929,188	4,147,532	4,523,701	5,727,210	H. taels.	
1,314,000	1,292,000	1,929,000	1,443,000	1,976,000	2,534,000	2,970,000	3,683,000	3,651,614	3,304,937	3,457,160	3,969,224	H. taels..	Mats and matting.
205,237	223,809	241,916	253,181	419,000	267,000	297,000	278,000	293,274	319,913	a 318,736	a 333,533	piculs ..	Paper of all kinds (including books).
1,571,000	1,573,000	1,757,000	1,784,000	1,986,000	1,858,000	2,122,000	1,742,000	2,157,629	2,506,323	a 2,666,644	a 3,098,055	H. taels.	
598,000	743,000	936,000	932,000	1,168,000	1,315,000	1,381,000	1,590,000	2,183,486	2,496,445	2,732,586	2,880,969	H. taels.	Provisions and vegetables.
36,902,000	38,292,000	80,114,000	42,644,000	50,687,000	42,089,000	55,251,000	56,103,000	82,109,370	49,443,869	60,915,620	79,612,207	H. taels.	Silk, and manufactures of, total.
84,961	84,769	80,407	78,859	67,623	44,998	56,000	51,000	73,991	43,063	58,759	49,962	piculs ..	Raw, white, and yellow.
24,516,000	25,844,000	24,387,000	24,955,000	21,398,000	15,181,000	19,215,000	19,873,000	33,684,046	17,856,991	21,738,341	25,054,355	H. taels.	
17,043	16,433	13,759	16,241	15,942	16,370	19,000	16,000	21,674	18,867	20,499	19,179	piculs ..	Coarse and wild.
1,514,000	1,479,000	1,402,000	1,940,000	1,967,000	2,404,000	3,059,000	2,805,000	5,226,527	2,659,512	2,821,508	3,701,522	H. taels.	
60,704	55,891	57,615	66,475	56,744	44,937	58,350	71,000	91,254	60,182	66,044	72,436	piculs ..	Refuse.
3,264,000	2,604,000	2,920,000	3,739,000	3,065,000	2,102,000	2,633,000	3,741,000	5,004,271	2,088,107	2,664,895	5,002,807	H. taels.	
10,120	6,540	9,635	9,631	24,060	17,845	20,145	18,584	21,878	18,793	8,585	13,436	piculs ..	Cocoons.
590,000	414,000	617,000	645,000	1,083,000	859,000	835,000	890,000	1,333,122	1,088,774	642,994	1,530,472	H. taels.	
13,166	15,863	17,135	19,082	23,122	20,850	20,401	19,319	18,088	18,297	20,695	20,628	piculs ..	Piece goods (including pongees).
6,465,000	7,372,000	8,253,000	8,415,000	11,330,000	9,723,000	10,095,000	10,044,578	9,892,525	9,028,051	10,226,778	9,651,708	H. taels.	
1,584	1,750	3,949	1,632	5,545	5,432	1,887	142,984	51,217	37,638	49,938	50,557	piculs ..	Manufactures, other.
553,000	579,000	535,000	625,000	632,000	694,000	695,000	b 18,749,000	c 26,968,879	d 16,722,434	21,807,230	33,372,412	H. taels.	
79,212	87,273	100,450	120,609	118,000	100,000	98,226	73,859	79,526	80,767	91,075	100,678	piculs ..	Straw braid.
1,065,000	2,057,000	2,429,000	2,531,000	2,494,000	3,907,000	6,659,000	3,132,000	2,881,572	4,371,158	3,590,784	3,904,029	H. taels.	
865,406	785,618	736,444	780,078	725,000	432,000	521,793	688,098	885,779	830,239	830,698	674,594	piculs ..	Sugar, brown, white, and candy.
2,594,000	2,073,000	2,319,000	2,437,000	2,130,000	1,478,000	1,777,000	2,445,891	3,372,629	2,983,990	3,014,210	2,304,473	H. taels.	
31,029,000	25,984,000	30,559,000	31,854,000	32,450,050	30,157,000	29,209,000	28,879,000	31,469,100	25,444,801	18,512,826	22,859,829	H. taels..	Tea, total.
1,203,642	1,101,228	1,190,206	1,217,215	1,124,000	912,000	765,000	847,000	935,578	863,374	665,499	687,288	piculs ..	Black.
24,979,000	19,991,000	21,940,000	22,946,000	23,109,000	19,409,000	17,146,000	19,445,000	21,823,884	17,592,687	11,408,870	12,113,048	H. taels.	
206,760	188,440	236,237	233,465	244,000	217,000	201,168	185,306	213,798	200,425	189,430	253,757	piculs ..	Green.
3,546,000	3,487,000	5,705,000	5,809,000	4,893,000	5,630,000	6,003,000	4,451,000	4,831,744	4,717,729	4,397,895	6,555,935	H. taels.	
328,861	323,112	382,361	395,506	481,000	567,000	558,298	498,425	474,026	316,923	293,522	570,037	piculs ..	Brick.
2,329,000	2,313,000	2,667,000	2,799,000	4,099,000	4,751,000	5,901,000	4,779,000	4,587,086	3,076,368	2,561,754	4,038,234	H. taels.	
....	....	....	....	....	....	6,149	7,117	6,105	3,027	8,570	7,156	piculs ..	Tablet.
....	....	....	....	....	....	159,000	203,000	218,489	56,289	140,809	148,576	H. taels.	
7,241	9,045	10,754	12,953	15,814	16,234	1,628	....	1,288	575	972	973	piculs ..	Dust.
156,000	190,000	228,000	278,000	347,000	365,000	7,000	....	7,897	1,728	3,496	3,036	H. taels.	
93,838	92,127	110,513	113,886	112,000	105,000	142,000	371,000	173,987	134,651	158,383	169,339	piculs ..	Tobacco, leaf and prepared.
1,052,000	1,075,000	1,204,000	1,336,000	1,417,000	1,445,000	1,944,000	3,839,000	2,309,958	1,941,769	2,150,141	2,195,451	H. taels.	
135,363	173,407	130,072	253,336	236,000	172,000	232,343	163,481	282,030	138,245	148,695	225,937	piculs ..	Wool.
1,112,000	1,545,000	1,324,000	2,355,000	2,120,000	1,448,000	2,391,000	1,426,000	4,140,807	1,863,773	1,805,429	2,820,822	H. taels.	
100,948,000	102,584,000	116,632,000	128,105,000	143,293,000	131,081,000	163,501,000	159,037,000	195,784,832	158,996,752	169,656,757	214,181,584	H. taels.	Total value articles.
120,767,064	108,683,545	111,744,573	99,680,520	114,041,561	106,318,426	127,531,000	110,849,000	141,356,649	111,774,717	122,338,947	134,720,216	dollars..	

a Paper.
b Including 41,050 piculs of raw silk, steam filature, valued at 18,103,000 haikwan taels.
c Including 49,435 piculs of raw silk, steam filature, valued at 26,334,883 haikwan taels.
d Including 35,277 piculs of raw silk, steam filature, valued at 16,038,647 haikwan taels.

TOTAL VALUE OF IMPORTS (MERCHANDISE ONLY) INTO CHINA, DISTINGUISHING PRINCIPAL COUNTRIES WHENCE IMPORTED, 1871–1901.

[From the British Foreign Statistical Abstract.]

COUNTRIES.	1871	1872	1873	1874	1875	1876	1877	1878	1879	1880
	Hk. taels.	*Hk. taels.*	*Hk. taels.*	*Hk. taels.*	*Hk. taels.*	*Hk. taels.*	*Hk. taels.*	*Hk. taels.*	*Hk. taels.*	*Hk. taels.*
United Kingdom	26,137,000	26,253,000	20,991,000	20,069,000	21,133,000	20,873,000	19,994,000	14,952,000	20,333,000	21,881,000
Hongkong	22,752,000	20,927,000	24,956,000	23,667,000	27,525,000	27,372,000	27,602,000	27,445,000	29,641,000	30,253,000
India	18,759,000	16,630,000	16,709,000	16,322,000	14,855,000	16,614,000	19,733,000	21,077,000	24,678,000	20,706,000
Straits Settlements	614,000	727,000	569,000	636,000	700,000	870,000	1,028,000	824,000	834,000	863,000
Australia and New Zealand	374,000	447,000	538,000	596,000	557,000	523,000	533,000	352,000	356,000	222,000
South Africa and Mauritius										
British North America	113,000	160,000	153,000	164,000	60,000	55,000	81,000	294,000	103,000	102,000
Total British Empire	68,749,000	65,144,000	63,916,000	63,454,000	64,830,000	66,307,000	68,971,000	64,944,000	75,945,000	74,027,000
United States	449,000	369,000	244,000	266,000	1,016,000	739,000	1,138,000	2,253,000	2,541,000	1,205,000
Continent of Europe	236,000	386,000	662,000	517,000	766,000	824,000	888,000	826,000	1,750,000	2,297,000
Russian Manchuria	122,000	193,000	26,000	75,000	101,000	99,000	114,000	149,000	277,000	173,000
Japan	1,891,000	2,831,000	3,207,000	2,414,000	2,486,000	3,136,000	3,509,000	4,050,000	3,417,000	3,501,000
Macao										
Philippine Islands	750,000	1,286,000	1,097,000	488,000	748,000	1,155,000	44,000	113,000	103,000	28,000
Cochin China, Tonquin, etc							789,000	285,000	271,000	104,000
Siam							430,000	314,000	347,000	136,000
Java and Sumatra							112,000	158,000	120,000	159,000
Other countries		13,000	6,000	29,000	48,000	131,000	82,000	96,000	25,000	10,000
Total[a] haikwan taels	72,197,000	70,222,000	69,158,000	67,243,000	69,995,000	72,391,000	76,077,000	73,188,000	84,796,000	81,640,000
Total[a] dollars	114,071,000	110,249,000	106,503,000	103,642,000	105,019,000	104,951,000	111,068,000	106,109,000	115,200,000	115,054,000

COUNTRIES.	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890
	Hk. taels.	*Hk. taels.*	*Hk. taels.*	*Hk. taels.*	*Hk. taels.*	*Hk. taels.*	*Hk. taels.*	*Hk. taels.*	*Hk. taels.*	*Hk. taels.*
United Kingdom	23,738,000	18,756,000	16,930,000	16,945,000	23,992,000	22,035,000	25,667,000	30,393,000	21,167,000	24,608,000
Hongkong	31,190,000	29,063,000	29,091,000	30,770,000	35,268,000	34,890,000	57,761,000	69,841,000	63,371,000	72,057,000
India	26,819,000	18,264,000	17,154,000	16,339,000	16,149,000	16,980,000	5,537,000	6,628,000	7,907,000	10,300,000
Straits Settlements	1,137,000	1,565,000	1,430,000	1,470,000	1,725,000	1,236,000	1,391,000	2,041,000	1,874,000	1,772,000
Australia and New Zealand	426,000	530,000	422,000	118,000	256,000	298,000	270,000	152,000	310,000	226,000
South Africa and Mauritius										
British North America	225,000	219,000	167,000	67,000	51,000	28,000	94,000	1,147,000	946,000	612,000
Total British Empire	83,535,000	68,397,000	65,194,000	65,709,000	77,441,000	75,467,000	90,720,000	110,202,000	95,575,000	109,575,000
United States	3,300,000	3,277,000	2,708,000	2,418,000	3,315,000	4,647,000	3,398,000	3,146,000	3,806,000	3,676,000
Continent of Europe	2,474,000	2,494,000	2,385,000	1,762,000	2,520,000	2,750,000	2,588,000	3,216,000	2,792,000	3,158,000
Russian Manchuria	113,000	152,000	155,000	248,000	193,000	202,000	118,000	176,000	180,000	211,000
Japan	3,782,000	4,442,000	3,738,000	3,656,000	5,264,000	5,691,000	5,565,000	5,775,000	6,602,000	7,389,000
Macao							1,365,000	3,485,000	3,775,000	4,271,000
Philippine Islands	48,000	19,000	32,000	43,000	61,000	52,000	69,000	68,000	71,000	38,000
Cochin China, Tonquin, etc	385,000	487,000	477,000	273,000	228,000	210,000	338,000	347,000	165,000	342,000
Siam	155,000	197,000	192,000	134,000	278,000	192,000	152,000	54,000	56,000	93,000
Java and Sumatra	87,000	39,000	50,000	55,000	72,000	44,000	56,000	99,000	64,000	
Other countries	5,000		23,000	32,000	35,000	55,000	127,000	229,000	175,000	5,000
Total[a] haikwan taels	93,884,000	79,504,000	74,954,000	74,330,000	89,407,000	89,310,000	104,496,000	126,827,000	113,261,000	128,758,000
Total[a] dollars	126,597,000	110,431,000	102,211,000	100,980,000	115,122,000	108,883,071	123,424,173	144,977,902	130,329,737	162,517,501

COUNTRIES.	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901
	Hk. taels.	*Hk. taels.*	*Hk. taels.*	*Hk. taels.*	*Hk. taels.*	*Hk. taels.*	*Hk. taels.*	*Hk. taels.*	*Hk. taels.*	*Hk. taels.*	*Hk. taels.*
United Kingdom	29,628,000	28,870,000	28,156,000	29,944,000	33,960,000	44,571,000	40,016,000	34,962,000	40,161,000	45,467,000	41,224,000
Hongkong	68,156,000	69,817,000	80,891,000	82,424,000	88,191,000	91,357,000	90,126,000	97,214,000	118,096,000	93,847,000	120,330,000
India	12,473,000	13,861,000	16,740,000	19,929,000	16,944,000	23,027,000	20,068,000	19,136,000	31,911,000	16,816,000	28,949,000
Straits Settlements	1,769,000	1,920,000	2,448,000	2,333,000	2,536,000	3,240,000	2,856,000	2,620,000	3,646,000	2,625,000	3,828,000
Australia and New Zealand	110,000	320,000	108,000	362,000	409,000	585,000	81,000	221,000	273,000	518,000	574,000
South Africa and Mauritius			2,000	1,000							
British North America	935,000	695,000	1,311,000	1,073,000	1,531,000	2,148,000	6,504,000	1,965,000	1,209,000	654,000	1,636,000
Total British Empire	13,071,000	115,483,000	129,656,000	136,066,000	143,601,000	164,928,000	159,651,000	156,118,000	195,296,000	159,927,000	196,541,000
United States	7,732,000	6,062,000	5,444,000	9,263,000	5,093,000	11,930,000	12,440,000	17,163,000	22,289,000	16,724,000	23,530,000
Continent of Europe	5,265,000	5,519,000	5,920,000	8,629,000	9,344,000	11,464,000	11,800,000	10,852,000	13,407,000	14,510,000	20,050,000
Russian Manchuria	181,000	160,000	179,000	200,000	110,000	193,000	207,000	299,000	289,000	137,000	347,000
Japan	5,705,000	6,702,000	7,852,000	9,130,000	17,195,000	17,390,000	22,564,000	27,376,000	35,897,000	25,753,000	32,568,000
Macao	3,656,000	3,179,000	2,864,000	3,093,000	3,076,000	3,985,000	3,515,000	3,348,000	3,409,000	2,236,000	1,868,000
Philippine Islands	48,000	44,000	26,000	82,000	17,000	17,000	76,000	14,000	22,000	13,000	14,000
Cochin China, Tonquin, etc	250,000	200,000	1,213,000	1,091,000	1,406,000	1,000,000	503,000	923,000	1,611,000	986,000	888,000
Siam	30,000	37,000	159,000	81,000	43,000	194,000	42,000	206,000	67,000	6,000	142,000
Java and Sumatra	37,000	21,000	4,000	7,000		5,000	679,000	1,445,000	629,000	600,000	490,000
Other countries	36,000	16,000	10,000	4,000	62,000	517,000	758,000	1,001,000	842,000	1,237,000	702,000
Total[a] haikwan taels	136,011,000	137,423,000	153,327,000	165,646,000	179,947,000	211,623,000	212,235,000	218,745,000	273,756,000	222,129,000	277,140,000
Total[a] dollars	162,716,294	145,595,947	146,900,169	128,894,119	143,216,229	171,641,455	153,849,000	153,581,000	200,528,000	167,777,000	199,843,000

[a] Items by countries are gross or general imports. The totals represent net imports or imports for consumption. The items therefore exceed the totals given.

Total Value of Exports of Domestic Produce (Merchandise only) from China, Distinguishing Principal Countries to which Exported, 1871–1901.

[From the British Foreign Statistical Abstract.]

COUNTRIES.	1871	1872	1873	1874	1875	1876	1877	1878	1879	1880
	Hk. taels.	*Hk. taels.*	*Hk. taels.*	*Hk. taels.*	*Hk. taels.*	*Hk. taels.*	*Hk. taels.*	*Hk. taels.*	*Hk. taels.*	*Hk. taels.*
United Kingdom	35,845,000	38,689,000	37,278,000	33,617,000	29,165,000	35,268,000	27,784,000	27,610,000	26,125,000	27,824,000
Hongkong	11,169,000	12,087,000	7,828,000	11,304,000	12,747,000	14,477,000	15,256,000	14,979,000	16,403,000	16,609,000
India	209,000	411,000	2,343,000	895,000	241,000	188,000	578,000	374,000	550,000	1,106,000
Straits Settlements	357,000	413,000	417,000	606,000	793,000	593,000	950,000	1,077,000	879,000	975,000
Australia and New Zealand	1,771,000	2,146,000	2,095,000	2,219,000	2,226,000	1,954,000	1,952,000	1,760,000	1,774,000	1,898,000
South Africa and Mauritius	24,000	118,000		60,000	93,000	73,000	115,000	222,000	153,000	59,000
British North America	180,000		18,000	78,000	44,000	7,000				63,000
Total British Empire	49,555,000	53,864,000	50,009,000	48,779,000	45,309,000	52,560,000	46,635,000	46,022,000	45,884,000	48,534,000
United States	10,358,000	11,943,000	7,524,000	6,452,000	7,674,000	7,259,000	7,951,000	6,576,000	8,967,000	9,107,000
Continent of Europe (except Russia)	3,647,000	4,361,000	6,547,000	6,406,000	8,579,000	14,109,000	6,148,000	8,460,000	9,849,000	11,861,000
Russia in Europe	398,000	914,000	965,000	904,000	1,369,000	1,000,000		5,000	314,000	1,059,000
Russia in Asia	971,000	1,708,000	1,967,000	1,422,000	3,022,000	3,281,000	3,815,000	3,207,000	3,988,000	4,055,000
Russian Manchuria	17,000	40,000	88,000	74,000	72,000	97,000	72,000	130,000	200,000	240,000
Japan	1,175,000	1,314,000	1,144,000	1,756,000	1,953,000	1,717,000	1,870,000	1,683,000	2,233,000	2,203,000
Macao										
Philippine Islands	624,000	846,000	852,000	858,000	922,000	779,000	200,000	243,000	149,000	212,000
Cochin China, Tonquin, etc							118,000	135,000	90,000	53,000
Siam							169,000	194,000	242,000	138,000
Java and Sumatra							468,000	511,000	294,000	268,000
Turkey in Asia, Persia, Egypt, Algeria, Aden, etc										
Other countries	107,000	298,000	355,000	61,000	11,000	48,000		6,000	71,000	154,000
Total haikwan taels	66,852,000	75,290,000	69,452,000	66,712,000	68,911,000	80,850,000	67,445,000	67,172,000	72,281,000	77,884,000
dollars	105,594,000	118,205,000	106,956,000	102,810,000	103,403,000	117,219,000	98,469,000	97,388,000	98,196,000	109,759,000

COUNTRIES.	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890
	Hk. taels.	*Hk. taels.*	*Hk. taels.*	*Hk. taels.*	*Hk. taels.*	*Hk. taels.*	*Hk. taels.*	*Hk. taels.*	*Hk. taels.*	*Hk. taels.*
United Kingdom	22,731,000	22,309,000	24,570,000	19,465,000	21,992,000	19,746,000	16,483,000	16,701,000	15,657,000	13,095,000
Hongkong	17,661,000	16,487,000	18,852,000	17,240,000	15,870,000	22,553,000	31,393,000	33,552,000	35,187,000	32,931,000
India	494,000	477,000	556,000	636,000	589,000	532,000	798,000	1,037,000	1,090,000	1,056,000
Straits Settlements	1,175,000	1,028,000	932,000	855,000	999,000	940,000	1,337,000	1,352,000	1,287,000	1,465,000
Australia and New Zealand	2,148,000	2,223,000	1,613,000	1,666,000	1,880,000	2,062,000	2,101,000	3,141,000	1,922,000	1,265,000
South Africa and Mauritius	132,000	111,000	153,000	147,000	186,000	58,000	188,000	269,000	206,000	215,000
British North America	17,000	58,000	80,000	231,000	2,000	68,000	129,000	265,000	197,000	485,000
Total British Empire	44,358,000	42,693,000	46,756,000	40,240,000	41,518,000	45,959,000	52,429,000	56,317,000	55,546,000	50,512,000
United States	10,222,000	8,420,000	7,352,000	8,280,000	8,298,000	9,686,000	8,916,000	8,963,000	7,084,000	8,165,000
Continent of Europe (except Russia)	9,806,000	8,752,000	7,817,000	10,070,000	7,304,000	11,928,000	11,545,000	12,945,000	17,534,000	11,630,000
Russia in Europe	1,030,000	946,000	1,755,000	1,251,000	947,000	1,470,000	1,314,000	1,927,000	2,829,000	3,712,000
Russia in Asia	3,183,000	3,286,000	3,666,000	3,740,000	3,438,000	4,948,000	5,704,000	4,699,000	3,961,000	4,528,000
Russian Manchuria	340,000	569,000	385,000	498,000	468,000	621,000	633,000	707,000	499,000	616,000
Japan	1,764,000	1,767,000	1,411,000	1,796,000	1,491,000	1,222,000	2,113,000	3,562,000	6,469,000	4,832,000
Macao							1,538,000	1,629,000	1,542,000	1,846,000
Philippine Islands	260,000	249,000	294,000	200,000	264,000	205,000	288,000	314,000	342,000	221,000
Cochin China, Tonquin, etc	12,000	65,000	61,000	155,000	76,000	140,000	90,000	95,000	62,000	133,000
Siam	63,000	268,000	243,000	241,000	303,000	312,000	382,000	358,000	355,000	352,000
Java and Sumatra	257,000	266,000	324,000	316,000	413,000	420,000	448,000	381,000	342,000	230,000
Turkey in Asia, Persia, Egypt, Algeria, Aden, etc						188,000	278,000	259,000	180,000	366,000
Other countries	157,000	56,000	134,000	361,000	486,000	108,000	182,000	245,000	203,000	1,000
Total haikwan taels	71,452,000	67,337,000	70,198,000	67,148,000	65,006,000	77,207,000	85,860,000	92,401,000	96,918,000	87,144,000
dollars	96,347,000	93,529,000	95,724,000	91,222,000	83,699,000	94,127,843	101,412,894	105,627,383	111,559,646	109,997,500

COUNTRIES.	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901
	Hk. taels.	*Hk. taels.*	*Hk. taels.*	*Hk. taels.*	*Hk. taels.*	*Hk. taels.*	*Hk. taels.*	*Hk. taels.*	*Hk. taels.*	*Hk. taels.*	*Hk. taels.*
United Kingdom	13,772,000	10,476,000	11,668,000	11,500,000	10,571,000	11,282,000	12,945,000	10,716,000	13,963,000	9,356,000	8,561,000
Hongkong	37,708,000	40,701,000	48,290,000	50,791,000	51,775,000	54,053,000	60,402,000	62,084,000	71,846,000	63,962,000	71,435,000
India	1,563,000	1,403,000	2,735,000	2,543,000	2,764,000	2,176,000	1,046,000	1,324,000	1,731,000	2,865,000	3,148,000
Straits Settlements	1,379,000	1,401,000	1,792,000	1,923,000	1,887,000	1,739,000	1,858,000	2,152,000	2,232,000	2,435,000	2,685,000
Australia and New Zealand	1,197,000	1,626,000	1,048,000	938,000	1,212,000	688,000	537,000	914,000	670,000	861,000	173,000
South Africa and Mauritius	190,000	215,000	222,000	198,000	273,000	336,000	202,000	286,000	237,000	224,000	300,000
British North America	519,000	159,000	298,000	154,000	233,000	427,000	299,000	368,000	260,000	458,000	151,000
Total British Empire	56,328,000	55,984,000	66,053,000	68,050,000	71.715,000	70,701,000	77,289,000	77,844,000	90,939,000	80,161,000	86,483,000
United States	9,034,000	10,785,000	11,726,000	16,443,000	15,383,000	11,124,000	17,828,000	11,987,000	21,686,000	14,752,000	16,573,000
Continent of Europe (except Russia)	14,899,000	17,167,000	15,855,000	10,119,000	21,172,000	18,077,000	25,878,000	25,929,000	36,764,000	24,977,000	29,269,000
Russia in Europe	5,777,000	1,955,000	3,038,000	3,370,000	4,472,000	4,266,000	3,927,000	5,005,000	5,343,000	6,390,000	4,831,000
Russia in Asia	4,434,000	4,063,000	5,096,000	6,257,000	8,370,000	8,316,000	9,470,000	9,796,000	9,988,000	832,000	1,702,000
Russian Manchuria	918,000	1,025,000	1,251,000	1,396,000	2,761,000	2,325,000	3,014,000	2,997,000	3,226,000	5,151,000	2,748,000
Japan	5,801,000	8,054,000	9,338,000	9,256,000	14,822,000	11,379,000	16,627,000	16,093,000	17,251,000	16,938,000	16,876,000
Macao	1,919,000	1,685,000	2,046,000	1,684,000	1,739,000	2,223,000	5,894,000	5,382,000	5,824,000	4,710,000	5,240,000
Philippine Islands	233,000	161,000	178,000	205,000	161,000	128,000	132,000	86,000	62,000	114,000	84,000
Cochin China, Tonquin, etc	209,000	197,000	256,000	526,000	500,000	412,000	532,000	781,000	946,000	1,303,000	1,455,000
Siam	358,000	345,000	362,000	500,000	569,000	536,000	641,000	699,000	904,000	715,000	875,000
Java and Sumatra	370,000	433,000	542,000	563,000	532,000	370,000	420,000	347,000	355,000	333,000	409,000
Turkey in Asia, Persia, Egypt, Algeria, Aden, etc	668,000	730,000	891,000	736,000	459,000	746,000	1,847,000	2,092,000	2,497,000	2,605,000	1,924,000
Other countries					638,000	478,000	2,000			16,000	1,188,000
Total haikwan taels	100,948,000	102,584,000	116,632,000	128,105,000	143,293,000	131,081,000	163,501,000	159,037,000	195,785,000	158,997,000	169,657,000
dollars	120,767,064	108,863,554	111,744,573	99,680,520	114,041,561	106,318,426	127,531,000	110,849,000	141,357,000	111,775,000	122,339,000

IMPORTS (NET) OF FOREIGN MERCHANDISE FROM FOREIGN COUNTRIES

[From the official returns of the inspector-

ARTICLES.	QUANTITIES.										
	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902
OPIUM:											
Malwa .... piculs..	......	......	29,634	26,789	22,979	19,541	18,980	28,361	22,872	21,774	17,776
Patna .... do....	......	......	19,743	14,675	16,748	18,640	18,499	18,748	15,859	17,468	20,308
Benares .... do....	......	......	9,223	7,740	6,555	8,174	10,462	11,009	9,980	9,788	10,446
Other kinds .... do....	......	......	4,451	2,321	2,648	2,862	1,844	982	490	436	2,271
Total opium .... do....	70,929	67,912	63,051	51,525	48,930	49,217	49,785	59,100	49,201	49,466	50,801
COTTON GOODS:											
Shirtings—											
Gray, plain .... pieces..	6,460,792	4,302,000	4,839,445	5,387,489	5,516,836	4,957,538	5,131,137	5,130,896	4,502,138	4,121,655	6,317,698
White, plain .... do....	2,288,629	1,823,415	2,527,088	1,843,645	2,568,504	2,292,555	2,199,042	2,753,532	2,476,295	2,476,846	2,743,104
White, figured, brocaded, and spotted .... pieces..	84,887	65,847	99,006	......	26,330	7,191	22,073	56,682	8,727	......	26,114
Dyed, plain .... do....	165,667	54,559	51,813	45,499	83,735	111,953	77,005	118,189	109,265	169,815	153,773
Dyed, figured, brocaded, and spotted .... pieces..	133,367	145,794	135,345	163,698	254,484	181,964	76,486	85,949	141,804	174,172	151,057
Japanese .... do....	......	......	10,826	856	14,197	2,266	5,732	8,630	1,256	14,029	9,582
T-cloths .... do....	2,090,369	1,537,649	996,211	1,414,302	1,404,845	1,215,059	1,316,708	1,199,203	818,103	918,110	1,127,963
T-cloths, Indian .... do....	......	......	249,535	369,628	289,863	367,781	83,852	83,937	17,113	15,320	126,485
T-cloths, Japanese .... do....	......	......	2,154	11,837	12,843	24,957	103,663	242,652	105,071	298,608	303,062
Drills—											
English .... do....	102,057	403,213	208,455	149,018	132,373	76,202	73,356	78,887	69,047	78,616	159,748
Indian .... do....	......	......	2,710	15,346	39,775	11,243	2,078	4,460	7,430	1,019	15,308
Dutch .... do....	34,680	63,120	100,975	71,842	84,334	25,862	18,318	40,170	44,624	32,928	20,588
American .... do....	644,532	426,804	705,031	518,402	1,226,759	1,531,647	1,314,761	1,626,107	805,892	1,649,626	1,741,103
Japanese .... do....	......	......	11,741	10,425	9,136	1,250	1,065	9,577	518	23	11,620
Jeans—											
English .... do....	123,960	93,052	177,292	110,940	127,728	183,451	123,599	76,016	116,118	41,083	360,858
Dutch .... do....	16,220	26,660	40,800	39,030	54,260	50,890	38,475	30,690	23,070	14,440	33,722
American .... do....	20,101	24,360	26,008	21,798	52,480	68,076	105,759	126,303	137,366	97,368	184,626
Sheetings—											
English .... do....	686,528	797,763	399,837	506,239	1,019,991	389,569	523,366	763,762	605,199	397,443	642,619
Indian .... do....	......	......	95,374	62,995	156,709	23,700	16,520	40,532	43,223	2,620	60,816
Dutch .... do....	......	......	8,240	5,036	1,040	......	......	45	1,960	1,262	4,228
American .... do....	1,326,406	903,334	1,275,744	762,095	2,251,609	2,418,971	2,483,991	3,975,903	2,312,494	2,840,518	4,705,859
Japanese .... do....	......	......	10,471	3,091	25,537	24,744	6,601	31,820	26,774	13,000	115,366
Chintzes, furnitures, and plain cotton prints .... pieces..	645,579	551,015	417,946	616,959	1,204,280	932,494	268,940	520,541	968,828	393,667	1,041,766
Twills, printed .... do....	191,378	117,272	22,178	76,464	183,368	82,315	4,675	24,097	68,915	55,883	121,149
Turkey-red cottons .... do....	367,418	174,140	208,662	278,934	363,954	171,396	229,317	322,976	289,422	192,930	276,996
Cotton lastings, plain and figured .... pieces..	600,747	565,906	530,248	450,123	978,824	1,141,064	734,295	940,672	1,216,460	1,614,013	1,617,940
Cotton damasks .... do....	2,171	4,733	3,477	1,565	978	3,077	4,413	17,654	13,250	23,507	11,740
Velvets .... do....	53,386	50,090	37,636	38,088	58,130	42,090	20,541	30,853	50,080	53,431	54,911
Velveteens .... do....	13,752	11,391	9,500	10,291	23,155	16,010	2,379	2,424	4,774	6,065	16,455
Jaconets, cambrics, lawns, muslins, and dimities .... pieces..	306,164	356,314	178,602	146,612	351,313	146,219	129,232	247,171	338,236	260,402	309,325
Handkerchiefs .... doz..	606,874	551,523	237,996	441,467	1,077,116	413,724	305,314	678,356	524,253	430,183	776,199
Handkerchiefs, Japanese .... do....	......	......	20,055	23,805	48,088	23,071	17,745	21,739	27,645	26,675	62,480
Towels .... do....	582,799	883,332	367,569	189,113	990,174	584,789	325,641	550,038	422,590	202,616	610,702
Towels, Japanese .... do....	......	......	89,605	92,708	155,170	141,728	191,945	209,062	214,088	294,176	352,878
Cotton flannel .... pieces..	......	......	68,685	90,692	205,467	125,277	153,885	397,469	272,626	371,087	167,648
Cotton flannel, Japanese .... do....	......	......	47,611	77,399	50,232	60,532	56,835	176,676	155,299	164,255	147,490
Japanese cotton cloth .... do....	......	......	194,397	85,794	90,160	172,731	151,329	181,016	135,929	112,268	86,583
Japanese cotton crape .... do....	......	......	102,841	83,073	56,157	50,903	44,462	73,069	76,332	102,685	90,250
Cotton goods, unclassed .... do....	......	......	......	......	......	......	......	......	......	......	......
Cotton yarn, English .... piculs..	49,019	43,940	67,950	56,007	58,133	51,298	73,590	58,703	30,916	52,556	32,351
Cotton yarn, Indian .... do....	1,254,490	937,883	1,060,542	1,057,046	1,461,365	1,235,537	1,399,930	1,906,426	985,989	1,716,983	1,887,086
Cotton yarn, Japanese .... do....	......	......	31,104	19,148	101,381	283,817	485,244	779,700	471,531	498,116	522,408
Cotton thread .... do....	2,063	1,576	2,098	1,909	3,927	2,464	3,773	3,815	2,296	3,446	4,893
Total cotton goods	......	......	......	......	......	......	......	......	......	......	......
WOOLEN GOODS:											
Camlets, English .... pieces..	99,048	96,911	68,930	78,418	65,562	60,113	46,162	61,968	48,299	59,883	47,879
Camlets, Dutch .... do....	265	46	......	2	......	18	76	125	150	5	84
Lastings .... do....	117,343	86,483	33,700	53,950	61,725	83,849	32,912	55,908	34,160	23,188	27,562
Lastings, crape .... do....	149	......	......	......	......	......	......	......	......	......	......
Long ells .... do....	106,370	119,614	103,028	105,209	103,180	72,109	63,533	102,096	84,406	95,485	71,878
Spanish stripes .... do....	55,595	55,386	33,667	46,184	57,418	45,542	35,631	37,988	21,814	46,058	31,347
Cloth, broad, medium, habit, and Russian .... pieces..	44,817	23,945	20,591	17,882	32,185	32,041	22,427	16,622	12,823	23,298	25,257
Lusters and Orleans, plain .... do....	8,233	14,804	5,493	2,875	5,006	3,769	3,605	2,693	3,360	5,117	5,451
Lusters and Orleans, figured .... do....	14,552	6,463	758	1,285	2,146	1,352	328	3	282	524	251
Blankets .... pairs..	26,159	42,416	5,006	12,421	45,721	16,029	21,564	52,864	40,574	28,175	48,624
Union or ponco cloth .... pieces..	......	......	3,183	3,551	10,064	3,265	......	3,943	7,273	6,668	4,712
Flannel .... do....	......	......	3,474	4,152	5,662	3,127	2,389	2,195	2,104	3,770	3,980
Italian cloth .... do....	......	......	85,266	63,138	161,121	119,550	72,270	50,746	46,642	82,489	68,581
Woolen goods, unclassed	......	......	......	......	......	......	......	......	......	......	......
Woolen yarn and cord .... piculs..	1,281	......	1,765	2,712	3,566	3,130	1,836	4,836	3,858	4,465	2,527
Total woolen goods	......	......	......	......	......	......	......	......	......	......	......
MISCELLANEOUS PIECE GOODS:											
Canvas .... bolts..	7,135	3,997	3,818	5,645	8,736	3,771	6,182	7,817	7,613	9,315	11,287
Gunny cloth .... yards..	......	......	659,420	848,232	1,317,677	757,154	739,400	485,520	647,762	988,824	669,871
Miscellaneous piece goods, unclassed .... pieces..	......	......	......	......	......	......	......	......	......	......	......
Total miscellaneous piece goods	......	......	......	......	......	......	......	......	......	......	......
METALS:											
Iron—											
Nail rod .... piculs..	300,385	206,927	345,002	270,589	441,278	192,074	351,572	211,823	123,374	199,312	252,041
Bar .... do....	133,821	107,727	125,145	144,672	163,457	105,336	187,081	140,559	118,042	198,931	196,220
Hoop .... do....	12,221	15,397	24,075	23,179	32,247	24,495	31,815	19,997	16,184	21,197	16,530
Sheets and plates .... do....	44,315	38,347	56,949	60,615	80,412	57,725	77,898	108,820	142,223	68,546	100,760
Wire .... do....	67,258	61,498	34,375	36,629	49,482	41,836	49,096	48,421	36,179	68,615	51,109
Pig and kentledge .... do....	97,089	62,088	90,209	122,054	144,779	24,127	168,382	45,874	21,480	68,561	28,071
Old .... do....	704,254	501,431	509,656	413,686	867,362	543,915	711,601	636,875	438,405	479,777	517,679
Ironware, unclassed	......	......	......	......	......	......	......	......	......	......	......
Tin, in slabs .... piculs..	66,966	67,501	73,366	75,931	91,251	68,299	52,909	37,824	46,674	70,722	52,636
Tin plates .... do....	17,970	15,561	23,642	54,892	31,110	58,619	112,081	18,505	33,544	81,879	65,123
Lead, in pigs or bars .... do....	221,386	176,891	211,727	179,618	167,306	127,518	146,097	154,139	86,280	146,610	134,175
Lead, tea and sheet	2,203	2,347	1,993	2,023	4,105	1,690	1,674	1,810	2,149	7,603	1,569
Copper, bar, rod, sheets, plates, and nails .... piculs..	9,170	9,414	13,427	8,925	8,921	8,265	6,513	4,139	5,796	1,323	4,156

INTO THE CHINESE EMPIRE, BY ARTICLES, 1892 TO 1902—Continued.

general of customs of the Chinese Empire.]

VALUES.											ARTICLES.
1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	
Hk. taels.	*Hk. taels.*	*Hk. taels.*	*Hk. taels.*	*Hk. taels.*	*Hk. taels.*	*Hk. taels.*	*Hk. taels.*	*Hk. taels.*	*Hk. taels.*	*Hk. taels.*	OPIUM:
....	....	16,388,663	15,666,598	14,320,581	12,692,267	11,902,112	18,111,680	14,293,661	14,996,254	13,579,418	piculs ...Malwa.
....	....	9,724,765	7,819,541	9,208,592	9,536,902	10,371,058	10,812,684	10,026,510	11,274,473	13,568,670	...do.....Patna.
....	....	4,608,237	4,136,579	3,747,039	4,239,609	5,991,969	6,327,409	6,421,103	6,422,459	7,147,457	...do.....Benares.
....	....	2,614,402	1,542,082	1,375,380	1,432,278	990,764	540,995	289,537	243,393	1,161,111	...do.....Other kinds.
27,418,152	31,691,399	33,336,067	29,164,800	28,651,592	27,901,056	29,255,903	35,792,768	31,030,811	32,936,579	35,456,656	...do..... Total opium.
											COTTON GOODS:
											Shirtings—
10,992,034	8,543,158	9,930,056	12,314,561	12,328,400	11,199,561	11,292,960	11,254,476	11,261,862	10,913,693	15,648,042	pieces ... Gray, plain.
4,717,850	4,187,730	6,149,033	5,520,785	6,984,500	7,638,120	6,731,445	8,103,717	7,915,444	7,959,851	11,792,451	...do..... White, plain.
110,070	108,178	209,138	....	50,006	14,897	42,655	99,121	34,770	....	26,114	...do..... White, figured, brocaded, and spotted.
411,545	158,278	154,060	152,343	270,704	356,968	233,366	313,338	366,031	514,767	465,935	...do..... Dyed, plain.
431,842	333,502	311,687	444,480	578,288	422,661	219,802	257,501	420,960	509,128	563,480	...do..... Dyed, figured, brocaded, and spotted.
....	....	21,658	1,709	29,819	5,390	14,170	19,292	2,657	30,935	24,568	...do..... Japanese.
2,556,902	2,114,148	1,586,282	2,177,723	2,389,721	2,424,495	2,215,286	2,325,005	1,730,770	1,854,335	2,490,134	...do.....T-cloths.
....	....	300,751	448,394	328,044	445,491	100,847	114,572	36,646	33,704	180,846	...do.....T-cloths, Indian.
....	....	2,926	17,091	14,324	49,877	198,467	446,726	210,966	570,322	764,291	...do.....T-cloths, Japanese.
											Drills—
208,397	931,131	523,859	421,272	352,276	205,991	200,044	225,709	217,148	244,662	501,280	...do..... English.
....	....	6,491	37,146	100,340	30,249	5,403	11,566	21,540	2,425	46,519	...do..... Indian.
52,020	113,616	222,145	161,869	201,630	72,694	50,623	102,986	115,357	85,139	69,421	...do..... Dutch.
1,452,848	1,110,905	2,045,783	1,760,356	3,531,320	4,469,992	3,625,229	4,216,004	2,351,479	4,834,879	6,024,443	...do..... American.
....	....	29,368	26,063	26,246	3,166	2,632	26,384	1,763	65	41,612	...do..... Japanese.
											Jeans—
192,313	167,710	354,754	233,016	263,178	411,527	248,046	151,062	260,774	123,917	912,787	...do..... English.
25,952	50,654	77,520	81,963	108,479	101,264	80,938	52,094	44,294	32,924	69,668	...do..... Dutch.
35,274	48,790	52,026	43,689	118,104	157,419	211,796	272,745	371,583	244,328	529,492	...do..... American.
											Sheetings—
1,399,130	1,825,823	959,910	1,366,906	2,683,272	1,051,928	1,309,022	1,893,549	1,605,607	1,053,400	1,996,535	...do..... English.
....	....	210,567	151,319	373,020	52,842	36,344	102,121	108,951	6,602	182,109	...do..... Indian.
....	....	18,952	11,583	2,621	....	....	146	4,454	3,041	13,187	...do..... Dutch.
3,184,174	2,438,958	3,699,655	2,286,269	6,667,357	6,800,141	6,219,315	9,610,090	6,236,255	7,636,714	15,130,808	...do..... American.
....	....	26,178	8,148	63,360	60,408	15,210	84,409	66,498	35,499	288,668	...do..... Japanese.
863,830	789,573	678,901	990,478	2,003,743	1,570,312	477,992	987,541	2,031,058	1,134,145	2,147,862	...do...Chintzes, furnitures, and plain cotton prints.
385,162	249,281	48,536	160,639	586,095	258,391	15,286	57,973	208,084	158,904	257,891	...do.....Twills, printed.
481,043	239,110	320,685	413,322	814,233	350,102	520,445	1,134,255	1,059,464	676,899	1,128,278	...do.....Turkey-red cottons.
1,444,676	1,479,967	1,339,613	1,137,742	3,272,842	3,742,787	2,488,378	3,312,696	5,046,012	7,965,502	7,241,326	...do...Cotton lastings, plain and figured.
7,692	17,438	15,269	7,477	4,070	17,469	19,702	83,035	62,046	128,581	70,200	...do.....Cotton damasks.
309,528	301,335	227,842	234,226	314,213	275,164	130,470	191,485	330,775	386,948	385,970	...do.....Velvets.
59,568	52,949	43,681	45,832	161,422	103,018	15,095	17,471	39,609	48,783	130,239	...do.....Velveteens.
184,951	232,017	126,305	111,678	375,677	144,583	177,498	238,657	327,704	305,443	332,268	pieces ..Jaconets, cambrics, lawns, muslins, and dimities.
243,347	244,402	108,026	199,229	369,224	173,146	129,153	292,918	271,841	231,170	342,793	doz......Handkerchiefs.
....	....	10,852	11,244	16,725	10,853	7,967	9,949	15,768	13,782	27,251	...do.....Handkerchiefs, Japanese.
176,614	249,646	112,003	61,676	288,605	217,207	137,582	186,477	153,881	86,874	265,397	...do.....Towels.
....	....	35,255	35,961	59,500	55,240	78,975	96,802	98,153	138,335	231,126	...do.....Towels, Japanese.
....	....	149,040	224,136	546,648	381,594	430,804	1,068,606	851,593	1,139,971	567,086	pieces ...Cotton flannel.
....	....	50,006	81,817	62,552	68,243	79,301	272,633	245,899	241,514	194,636	...do.....Cotton flannel, Japanese.
....	....	104,544	62,842	70,094	113,403	103,716	135,055	113,320	84,286	70,557	...do.....Japanese cotton cloth.
....	....	65,990	66,430	37,694	32,987	36,270	66,285	72,348	82,962	78,241	...do.....Japanese cotton crape.
626,986	1,287,429	378,808	391,521	784,991	743,583	421,690	690,016	1,105,624	1,272,617	1,604,584	...do.....Cotton goods, unclassed.
1,002,945	987,102	1,697,296	1,304,850	1,213,247	1,280,510	1,832,476	1,334,998	717,149	1,350,976	1,005,870	piculs ...Cotton yarn, English.
21,056,464	16,807,647	19,072,824	19,417,110	28,612,223	26,582,946	26,832,302	36,371,170	19,214,514	35,937,651	41,050,166	...do.....Cotton yarn, Indian.
....	....	528,923	382,627	2,009,539	6,409,505	10,383,716	16,901,045	10,044,515	11,297,538	12,087,801	...do.....Cotton yarn, Japanese.
93,245	67,803	98,250	104,188	175,085	157,156	246,412	333,368	211,194	318,173	518,702	...do.....Cotton thread.
52,707,432	45,137,970	52,105,448	53,074,164	79,243,431	78,663,280	77,618,824	103,465,048	75,606,360	99,691,384	127,545,309	Total cotton goods.
											WOOLEN GOODS:
869,727	977,159	750,753	871,220	746,074	758,876	549,323	688,348	520,689	665,297	539,230	pieces ...Camlets, English.
4,590	808	....	45	....	378	1,650	2,132	2,488	103	1,555	...do.....Camlets, Dutch.
808,994	705,846	298,891	491,534	571,796	742,966	269,148	500,245	282,791	196,341	242,280	...do.....Lastings.
775	....	....	....	....	....	....	....	....	....	....	...do .....Lastings, crape.
495,071	600,154	551,716	569,274	587,686	386,594	336,501	602,378	484,968	544,236	406,784	...do .....Long ells.
542,007	552,888	352,092	494,791	573,561	501,253	381,656	474,889	337,602	781,661	470,575	...do .....Spanish stripes.
1,017,900	550,750	469,736	413,964	843,817	925,218	645,895	499,755	406,402	780,897	843,275	...do ....Cloth, broad, medium, habit, and Russian.
42,657	76,708	42,090	24,012	43,097	37,626	45,222	40,972	49,799	87,505	76,949	...do .....Lusters and Orleans, plain.
41,382	20,247	3,648	4,883	5,657	8,922	1,050	387	1,215	2,217	3,150	...do .....Lusters and Orleans, figured.
72,714	77,480	27,037	44,023	129,891	70,181	91,840	176,766	153,325	124,482	162,491	pairs.....Blankets.
....	....	57,358	61,129	176,222	79,520	....	69,291	148,247	103,191	81,414	pieces ...Union or poncho cloth.
....	....	44,924	52,274	100,590	48,375	36,752	38,564	37,784	58,078	64,530	...do .....Flannel.
....	....	550,702	391,160	1,126,801	883,483	546,988	414,930	427,085	713,558	595,507	...do .....Italian cloth.
797,749	1,024,966	233,734	89,692	174,862	114,749	120,032	171,614	183,484	222,385	204,193	...........Woolen goods, unclassed.
100,661	....	157,514	215,245	283,089	279,964	167,297	495,371	386,766	447,420	229,240	piculs....Woolen yarn and cord.
4,794,230	4,587,006	3,540,195	3,723,240	5,363,143	4,838,105	3,190,169	4,175,642	3,422,645	4,727,371	3,921,173	Total woolen goods.
											MISCELLANEOUS PIECE GOODS:
56,377	31,569	32,852	46,739	93,883	40,319	67,506	87,691	85,870	119,639	154,543	bolts.....Canvas.
....	....	31,180	35,804	51,917	52,224	49,274	37,373	44,276	65,164	35,051	yards ....Gunny cloth.
149,490	323,526	177,263	158,189	230,752	311,306	256,979	343,830	476,675	520,068	727,263	pieces ..Miscellaneous piece goods, unclassed.
205,867	355,095	241,295	240,732	376,552	403,849	373,759	468,894	606,821	704,871	916,857	Total miscellaneous piece goods.
											METALS:
											Iron—
564,499	581,453	745,227	623,998	939,976	491,577	919,530	692,619	414,445	622,459	738,093	piculs.... Nail rod.
293,647	262,062	304,509	386,925	388,564	290,672	502,973	457,691	411,272	698,987	590,011	...do ..... Bar.
24,720	39,172	68,539	60,680	100,860	75,453	100,975	69,869	67,650	80,251	56,275	...do ..... Hoop.
131,502	148,618	204,826	230,493	283,230	228,198	307,791	508,093	748,155	350,622	501,372	...do ..... Sheets and plates.
261,022	214,141	148,743	166,882	214,165	227,007	263,516	258,891	233,577	380,163	272,478	...do ..... Wire.
111,981	80,259	133,369	173,121	192,445	50,942	400,771	98,587	36,064	114,047	42,562	...do ..... Pig and kentledge.
831,685	622,527	702,397	524,123	1,168,935	815,664	1,140,294	1,041,503	801,969	883,672	980,873	...do ..... Old.
340,154	277,909	159,980	144,625	519,855	416,174	477,929	673,358	763,795	784,132	1,000,835	...........Ironware, unclassed.
1,758,054	1,873,913	1,941,566	1,925,740	2,204,371	1,939,308	1,616,599	1,464,061	1,906,658	2,832,446	2,386,467	piculs....Tin, in slabs.
81,395	69,697	105,331	244,095	152,841	290,899	562,315	104,471	290,627	582,028	413,656	...do .....Tin plates.
830,187	675,558	936,069	807,817	768,753	687,113	839,369	963,055	514,121	844,624	760,588	...do .....Lead, in pigs or bars.
10,954	12,757	11,831	10,249	21,393	10,099	10,714	14,301	20,980	61,606	10,566	...do .....Lead, tea and sheet.
142,751	138,846	231,992	131,768	152,767	150,440	120,349	111,890	168,283	46,645	122,606	...do ....Copper, bar, rod, sheets, plates, and nails.

IMPORTS (NET) OF FOREIGN MERCHANDISE FROM FOREIGN COUNTRIES

ARTICLES.	QUANTITIES.										
	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902
METALS—Continued.											
Copper wire....................do....	1,416	1,369	1,518	1,156	1,882	1,322	1,334	473	1,145	783	6,398
Copper, unmanufactured, slabs and ore....................piculs..	31,206	34,607	26,415	15,388	37,805	41,781	30,069	19,657	17,878	10,236	23,012
Copper ware, unclassed........do....	....	....	....	....	....	....	....	....	....	....	....
Yellow metal, bar, rod, sheets, and nails....................piculs..	26,336	28,215	25,432	22,953	28,440	29,008	27,764	26,205	23,205	23,793	25,782
Brass wire....................do....	3,164	2,353	3,600	2,645	3,185	2,210	3,031	2,330	2,094	1,563	2,030
Steel....................do....	53,443	122,115	50,148	45,755	85,718	53,048	48,116	83,256	61,312	52,244	73,933
Steel, mild, or iron ingots......do....	....	....	51,543	59,110	161,430	11,768	150,695	143,536	107,432	131,557	123,180
Spelter....................do....	44,557	78,309	7,784	3,148	18,461	30,097	10,308	....	....	1,249	276
Quicksilver....................do....	2,592	1,292	1,117	1,219	1,505	915	1,166	839	844	688	619
White metal or German silver..do....	....	....	2,850	2,311	3,013	3,994	3,812	2,682	2,570	2,907	2,462
Nickel....................do....	....	....	638	1,990	1,722	613	1,124	1,730	1,251	1,050	1,597
Metals, unclassed....................	....	....	....	....	....	....	....	....	....	....	....
Total metals....................	....	....	....	....	....	....	....	....	....	....	....
SUNDRIES:											
Bags of all kinds..............pieces..	....	....	9,886,110	15,042,688	8,276,737	6,072,141	7,095,492	11,563,527	10,010,218	15,440,140	14,470,348
Betel nuts....................piculs..	59,514	53,579	55,164	59,002	61,489	47,097	36,346	49,073	36,739	47,715	64,416
Bicho de mar....................do....	40,353	41,518	35,344	30,864	38,108	44,142	37,047	37,581	29,561	37,687	41,124
Birds' nests....................do....	842	766	891	936	1,048	929	897	1,449	939	883	917
Braid, Llama....................	....	....	....	....	....	....	....	....	....	....	....
Butter and cheese....................	....	....	....	....	....	....	....	....	....	....	....
Buttons, brass and fancy......gross..	....	....	185,549	384,659	617,916	840,443	600,452	597,032	887,605	933,426	887,560
Candles....................	....	....	....	....	....	....	....	....	....	....	....
Cement....................	....	....	164,599	109,718	....	....	....	....	....	....	....
Charcoal....................piculs..	....	....	120,899	129,531	120,709	124,156	109,937	88,285	54,758	73,076	53,898
Chinaware, fine and coarse....................	....	....	8,512	3,363	6,668	6,639	6,271	8,415	7,946	5,828	11,814
Cigars and cigarettes....................	....	....	....	....	....	....	....	....	....	....	....
Clocks and watches..........pieces..	104,803	111,514	68,250	82,160	179,104	128,700	129,749	206,221	141,579	163,736	230,901
Clothing, hats, etc....................	....	....	....	....	....	....	....	....	....	....	....
Cloves and spices..............piculs..	20,793	33,771	33,612	34,146	32,359	28,909	29,546	26,957	10,053	17,215	13,583
Coal....................tons..	398,230	428,940	486,295	572,431	624,914	549,359	730,606	859,370	864,158	1,152,959	1,173,621
Colors....................piculs..	14,113	15,133	25,301	44,259	52,167	35,326	....	....	....	....	....
Cotton, raw....................do....	106,635	53,419	43,103	44,711	99,129	160,256	229,005	278,366	134,750	254,855	248,566
Dyes, aniline....................	....	....	....	....	....	....	....	....	....	....	....
Fans, palm-leaf..............pieces..	....	....	35,971,842	36,176,405	46,009,100	44,949,909	34,052,324	38,154,043	24,945,125	23,651,431	31,916,769
Fish and fishery products (not including bicho de mar, isinglass, and seaweed)....................piculs..	292,906	334,504	305,644	281,658	281,733	307,855	268,418	335,115	307,879	352,820	339,947
Flint stones....................do....	39,666	12,118	27,159	37,662	41,940	43,884	47,454	33,165	12,630	47,721	17,455
Flour....................	....	....	....	....	....	....	....	....	....	....	....
Ginseng....................piculs..	3,348	3,447	3,632	4,381	4,023	4,892	4,814	5,107	4,032	4,280	3,859
Glass, window..............boxes..	64,734	111,812	103,470	80,881	111,586	138,553	93,409	116,896	100,021	73,147	177,298
Glassware....................	....	....	....	....	....	....	....	....	....	....	....
Indigo....................pieuls..	9,756	26,300	37,249	46,602	54,061	70,134	54,791	78,174	47,309	85,422	47,724
Isinglass....................do....	9,134	11,474	9,817	5,727	7,118	6,831	5,368	5,730	4,612	6,958	4,907
Jade stone....................do....	3,970	4,198	2,528	4,500	4,370	3,763	4,127	3,654	2,717	3,587	4,069
Lamps and lamp ware....................	....	....	....	....	....	....	....	....	....	....	....
Leather....................piculs..	....	....	8,549	7,928	9,557	14,035	14,870	16,200	14,815	20,668	16,670
Machinery....................	....	....	....	....	....	....	....	....	....	....	....
Mangrove bark..............piculs..	129,800	132,321	114,692	146,637	169,808	169,656	80,749	190,402	171,709	131,205	109,692
Matches....................gross..	5,227,598	6,098,356	825,731	850,960	566,722	279,660	279,279	305,826	107,861	105,651	80,017
Matches, Japan....................do....	....	....	5,789,596	7,265,493	7,793,450	8,974,168	11,073,025	11,009,321	9,166,247	13,052,008	15,126,123
Matchmaking materials....................	....	....	....	....	....	....	....	....	....	....	....
Mats, straw and rush..........pieces..	....	....	4,275,470	6,896,055	7,333,934	6,082,471	6,135,921	7,017,447	5,409,522	5,698,350	5,613,438
Medicines....................	....	....	....	....	....	....	....	....	....	....	....
Morphia....................ounces..	....	....	48,324	70,339	77,289	81,716	92,159	164,705	114,768	138,567	195,133
Mushrooms....................piculs..	14,910	14,352	13,068	14,362	16,072	14,792	12,424	13,321	11,587	16,359	12,524
Needles....................mille..	3,043,539	2,592,104	2,421,724	1,884,645	4,170,982	3,072,801	2,347,363	2,808,398	2,813,980	3,024,463	4,432,679
Oil, kerosene—											
American....................galls..	31,884,013	36,720,382	51,670,853	23,055,940	33,520,649	48,212,505	50,084,015	40,724,989	34,447,112	57,759,677	45,287,807
Borneo....................do....	....	....	....	....	....	....	....	....	....	223,790	742,270
Japanese....................do....	....	....	....	....	....	....	....	....	....	8,920	510
Russian....................do....	8,649,318	13,286,198	17,500,283	26,566,979	28,285,000	35,924,125	19,926,246	35,695,116	32,708,757	32,486,070	10,105,886
Sumatra....................do....	....	....	534,280	2,395,035	5,151,873	14,212,278	26,871,865	11,993,202	16,424,155	40,640,049	33,797,434
Paints....................piculs..	22,904	41,383	33,497	12,127	....	....	....	....	....	....	....
Pepper, black and white.......do....	66,542	48,905	70,709	52,988	65,702	26,803	15,558	33,744	21,751	37,960	24,887
Perfumery....................	....	....	....	....	....	....	....	....	....	....	....
Rattans....................piculs..	100,814	112,419	116,445	98,531	121,144	115,521	102,973	98,520	122,816	108,181	94,799
Rice....................do....	3,948,202	9,474,562	6,440,718	10,096,448	9,414,568	2,103,702	4,645,360	7,365,217	6,207,226	4,411,609	9,730,654
Sandalwood....................do....	120,841	117,888	103,750	98,985	130,824	106,080	92,477	101,634	72,075	97,274	158,099
Sapanwood....................do....	118,834	106,485	106,996	78,587	89,499	101,557	56,529	38,364	54,479	66,838	46,319
Seaweed and agar-agar..........do....	522,549	454,365	560,343	478,547	468,740	544,057	546,873	580,046	360,774	678,558	518,998
Silk piece goods....................do....	....	....	283	385	440	527	575	793	1,169	1,417	719
Silk and cotton ribbons....................	....	....	146	103	....	....	....	....	....	....	....
Soap....................	....	....	....	....	....	....	....	....	....	....	....
Stationery....................	....	....	....	....	....	....	....	....	....	....	....
Stores, household....................	....	....	....	....	....	....	....	....	....	....	....
Sugar—											
Brown....................pieuls..	531,615	1,549,298	874,393	669,667	856,317	1,408,737	817,344	1,003,261	614,723	1,006,693	2,236,270
White....................do....	....	....	477,771	211,963	215,400	231,174	271,226	350,852	179,265	420,204	723,969
Refined....................do....	....	....	425,366	564,748	530,124	614,270	669,766	665,562	452,849	1,076,027	1,376,627
Candy....................do....	....	....	46,360	36,839	34,288	44,246	54,866	58,284	44,452	61,863	136,356
Tea, Japan (Formosa)..........do....	14,032	17,110	20,704	45,352	....	20,619	3,608	....	....	....	22,720
Timber of all kinds....................	....	....	....	....	....	....	....	....	....	....	....
Umbrellas—											
European....................pieces..	667,633	590,632	17,903	41,300	97,548	116,710	93,257	118,954	127,869	80,748	108,528
Japanese....................do....			363,196	563,277	613,388	848,917	544,691	602,746	895,673	952,458	1,104,762
Wines, beer, and spirits....................	....	....	....	....	....	....	....	....	....	....	....
Wood of all kinds (sandalwood, sapanwood, and timber excepted)..	....	....	....	....	....	....	....	....	....	....	....
Sundries, unenumerated....................	....	....	....	....	....	....	....	....	....	....	....
Total....................	....	....	....	....	....	....	....	....	....	....	....
Less excess of reexports over imports....................	....	....	....	....	....	....	....	....	....	....	....
Total sundries....................	....	....	....	....	....	....	....	....	....	....	....
Grand total....................	....	....	....	....	....	....	....	....	....	....	....

INTO THE CHINESE EMPIRE, BY ARTICLES, 1892 TO 1902—Continued.

VALUE.											ARTICLES.	
1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902		
Hk. taels.	*Hk. taels.*	*Hk. taels.*	*Hk. taels.*	*Hk. taels.*	*Hk. taels.*	*Hk. taels.*	*Hk. taels.*	*Hk. taels.*	*Hk. taels.*	*Hk. taels.*		
28,040	27,409	28,564	23,644	37,019	28,810	31,025	13,106	33,847	23,496	163,190	piculs	Copper wire.
437,163	511,493	385,607	280,296	631,697	842,503	613,860	559,758	527,531	309,434	656,573	do	Copper, unmanufactured, slabs, and ore.
13,134	32,594	28,185	34,913	50,110	19,410	11,974	40,065	62,486	41,725	40,229	do	Copper ware, unclassed.
306,296	365,138	316,525	296,222	377,178	440,468	425,576	450,151	431,112	399,225	466,771	do	Yellow metal, bar, rod, sheets, and nails.
57,558	42,771	65,039	47,929	57,754	47,104	65,880	64,221	52,806	39,763	59,723	do	Brass wire.
174,677	348,922	276,232	210,077	456,496	275,632	262,176	443,679	365,438	300,776	424,471	do	Steel.
....	....	123,703	147,905	272,280	30,865	332,518	447,382	376,602	349,873	347,073	do	Steel, mild, or iron ingots.
275,281	490,397	54,845	17,619	119,778	235,606	102,405	106,911	20,662	13,238	2,937	do	Spelter.
161,715	82,780	77,329	87,240	125,531	75,032	96,401	79,870	86,724	75,304	65,309	do	Quicksilver.
....	....	107,955	93,492	102,411	170,697	166,942	116,423	125,586	139,691	126,379	do	White metal or German silver.
....	....	38,773	116,525	83,499	32,408	61,988	67,891	66,575	70,792	116,999	do	Nickel.
294,451	300,006	329,515	403,031	337,226	274,527	353,207	357,361	651,477	383,663	228,892	....	Metals, unclassed.
7,130,866	7,198,422	7,526,651	7,189,409	9,759,134	8,146,608	9,787,077	9,208,207	9,178,452	10,428,662	10,574,928		Total metals.
												SUNDRIES:
....	....	316,717	621,426	223,125	182,463	367,782	697,686	592,505	1,035,110	1,097,737	pieces	Bags of all kinds.
282,191	265,883	285,090	289,803	307,063	260,922	217,238	279,508	227,119	267,317	302,882	piculs	Betel nuts.
1,030,905	1,052,993	853,028	837,287	766,982	1,091,557	987,275	1,064,987	683,474	796,843	1,129,916	do	Bicho de mar.
449,356	402,790	499,383	499,177	686,144	567,071	521,517	578,285	487,281	584,112	554,596	do	Birds' nests.
....	....	161,729	340,019	347,593	286,216	257,223	363,078	378,265	387,982	368,944	....	Braid, Llama.
....	....	85,208	82,548	94,253	89,199	117,353	150,342	173,791	298,904	258,340	....	Butter and cheese.
....	....	92,937	130,361	294,498	390,677	249,808	244,254	390,273	417.111	291,670	gross	Buttons, brass and fancy.
....	....	155,250	90,368	157,877	159,489	153,273	312,870	356,110	321,306	393,454	....	Candles.
....	....	160,583	132,429	209,927	109,800	462,782	381,478	149,914	100,672	226,377	....	Cement.
....	....	61,353	69,358	66,919	73,981	71,988	65,110	47,811	70,071	49,129	piculs	Charcoal.
....	....	90,372	46,898	65,534	151,554	132,174	184,012	105,892	61,128	155,349	do	Chinaware, fine and coarse.
....	....	227,588	279,276	400,818	514,406	687,364	870,303	1,011,653	2,217,990	1,999,119	....	Cigars and cigarettes.
235,330	236,380	211,454	168,708	360,159	334,874	338,813	444,776	296,728	350,955	552,985	pieces	Clocks and watches.
....	....	217,815	213,437	378,871	364,606	424,654	508,323	667,256	963,096	1,257,011	....	Clothing, hats, etc.
467,577	561,696	546,338	564,159	614,773	569,878	485,266	621,086	266,404	374,377	206,163	piculs	Cloves and spices.
2,007,685	2,096,063	3,221,343	3,394,272	3,539,804	3,692,669	5,280,620	6,396,671	6,388,415	8,352,332	6,813,188	tons	Coal.
69,535	66,072	161,052	153,177	288,234	192,671	186,227	288,844	295,500	249,094	485,447	piculs	Colors.
1,157,001	660,707	556,203	568,917	1,307,975	2,260,191	2,839,730	3,475,780	1,832,966	3,868,352	3,857,507	do	Cotton, raw.
978,921	1,017,406	1,169,061	859,483	1,546,100	1,469,789	1,260,594	1,734,352	1,696,628	1,618,406	2,180,992	....	Dyes, aniline.
....	....	220,128	229,532	272,574	335,962	256,409	264,534	165,508	170,583	208,906	pieces	Fans, palm-leaf.
2,686,228	3,111,321	3,190,865	3,159,247	3,128,246	3,445,333	3,161,900	3,848,931	3,391,338	4,274,600	3,828,810	piculs	Fish and fishery products (not including bicho de mar, isinglass, and seaweed).
21,061	6,941	15,599	21,734	40,893	42,648	46,198	32,639	14,450	33,860	10,488	do	Flint stones.
670,905	772,430	1,088,780	1,465,895	1,505,653	1,221,516	1,774,712	3,189,497	3,329,868	4,726,962	3,844,319	....	Flour.
847,465	859,061	848,870	1,223,270	1,619,527	2,149,183	2,545,210	1,806,213	1,621,021	1,181,536	1,614,989	piculs	Ginseng.
159,242	278,775	253,242	206,669	348,128	466,017	318,016	479,824	376,656	282,653	780,062	boxes	Glass, window.
....	....	210,542	232,185	334,015	331,645	353,626	362,943	320,815	510,951	529,025	....	Glassware.
50,840	252,232	232,632	252,752	203,712	325,823	258,096	438,254	241,576	466,351	328,890	piculs	Indigo.
204,614	263,308	229,736	130,817	218,919	248,123	197,333	239,689	232,590	354,494	239,551	do	Isinglass.
113,067	153,813	117,405	281,871	267,566	242,315	193,301	158,586	122,589	153,758	222,565	do	Jade stone.
....	....	145,636	139.782	272,616	306,727	278,705	299,003	293,688	372,820	538,659	....	Lamps and lamp ware.
....	....	335,421	325,698	442,712	698,198	748,758	929,132	732,300	1,047,918	525,811	piculs	Leather.
593,449	930,651	1,119,777	2,385,205	2,064,441	2,716,737	1,758,615	1,526,550	1,450,091	1,220,167	794,363	....	Machinery.
109,025	113,355	98,841	136,443	208,030	227,353	107,264	264,316	157,575	125,835	128,546	piculs	Mangrove bark.
1,423,896	1,540,587	421,967	420,545	422,314	218,669	220,915	257,302	100,554	103,035	62,390	gross	Matches.
....	....	1,211,964	1,493,947	1,677,296	1,832,556	2,376,157	2,455,243	2,134,827	2,963,531	3,522,797	do	Matches, Japan.
....	....	124,126	115,310	144,299	174,432	208,960	221,872	230,325	301,520	293,934	....	Matchmaking materials.
....	....	165,891	272,349	493,650	470,006	488,347	582,344	303,696	284,007	225,036	pieces	Mats, straw and rush.
....	....	532,303	711,424	670,988	755,709	832,340	867,859	770,927	938,832	1,232,007	....	Medicines.
....	....	71,436	87,022	106,451	136,339	135,283	232,675	184,208	221,033	314,383	ounces	Morphia.
433,014	415,139	408,077	443,535	596,288	504,838	435,287	483,805	465,745	676,620	561,876	piculs	Mushrooms.
364,345	382,494	347,963	289,736	633,273	654,095	582,942	636,932	629,171	646,956	875,534	mille	Needles.
												Oil, kerosene—
3,330,116	4,086,661	5,905,228	3,098,214	4,833,573	6,935,155	6,797,922	6,501,789	6,304,384	8,638,501	6,828,276	galls.	American.
....	....	....	....	....	....	....	....	....	24,054	80,895	do	Borneo.
....	....	....	....	....	....	....	....	....	1,604	72	do	Japanese.
872,795	1,484,534	2,036,175	3,195,106	3,521,873	4,618,148	2,202,244	4,891,380	5,148,027	4,276,141	1,283,065	do	Russian.
....	....	63,911	321,977	727,875	1,745,833	2,914,533	1,608,474	2,503,171	4,353,162	3,371,544	do	Sumatra.
337,462	640,127	511,484	525,173	771,223	635,560	733,798	795,261	535,118	725,425	855,211	....	Paints.
596,139	465,792	619,999	478,567	543,262	277,851	181,969	398,224	411,158	765,972	476,061	piculs	Pepper, black and white.
51,237	51,714	50,405	58,003	70,856	64,008	75,011	114,290	110,576	125,912	171,822	....	Perfumery.
429,299	481,019	514,559	450,748	452,008	571,431	504,223	465,934	555,565	547,796	469,166	piculs	Rattans.
5,826,415	12,965,249	9,743,005	15,622,509	15,021,979	4,011,053	10,448,838	17,813,038	11,376,675	7,050,887	23,611,125	do	Rice.
760,907	669,672	626,894	607,014	1,209,438	1,182,133	1,034,796	1,188,395	932,738	1,212,062	1,669,202	do	Sandalwood.
239,486	216,811	228,827	178,584	178,470	241,390	131,799	90,362	137,639	182,635	124,076	do	Sapanwood.
1,035,313	892,611	883,987	1,008,551	874,281	1,111,077	1,084,334	1,160,468	836,535	1,550,592	1,288,370	do	Seaweed and agar-agar.
....	....	159,318	207,696	233,710	280,848	327,224	461,977	657,364	757,860	414,249	do	Silk piece goods.
....	....	143,769	97,879	273,340	302,594	267,124	314,710	310,661	577,932	350,660	....	Silk and cotton ribbons.
291,806	387,576	380,903	356,529	519,924	446,686	579,285	699,303	753,289	1,063,604	1,061,161	....	Soap.
....	....	96,391	114,308	144,802	203,125	256,759	277,620	303,305	426,721	523,718	....	Stationery.
....	....	232,915	322,278	416,447	427,337	632,588	699,489	1,008,514	1,612,684	1,199,207	....	Stores, household.
												Sugar—
2,447,807	7,428,655	3,481,807	2,517,123	2,835,430	5,127,803	3,131,707	3,872,207	2,390,671	4,025,492	8,873,205	piculs	Brown.
....	....	2,885,973	1,174,653	1,077,375	1,214,744	1,517,294	1,996,456	1,022,535	2,509,991	3,773,830	do	White.
....	....	2,754,179	3,402,739	2,845,954	3,547,801	3,920,963	3,901,264	2,677,371	6,433,997	7,121,845	do	Refined.
....	....	385,194	296,515	242,872	335,725	449,003	456,088	333,216	487,715	942,636	do	Candy.
51,284	60,825	73,265	962,093	....	470,029	21,072	....	....	....	229,260	do	Tea, Japan (Formosa).
1,082,227	1,032,190	1,278,136	1,224,616	1,182,494	1,324,084	966,637	1,308,648	1,034,567	1,732,648	2,295,240	....	Timber of all kinds.
												Umbrellas—
188,450	171,845	27,333	23,461	81,433	133,475	83,105	95,015	105,762	66,780	98,824	pieces	European.
....	....	82,109	120,870	135,426	288,362	197,167	216,247	266,764	314,775	329,145	do	Japanese.
364,977	372,428	419,016	613,584	644,927	677,547	825,158	1,149,949	1,474,860	3,002,888	1,500,450	....	Wines, beer, and spirits.
261,341	295,382	411,517	269,569	384,734	373,165	379,405	380,259	299,913	348,400	662,095	....	Wood of all kinds (sandalwood, sapanwood, and timber excepted).
10,321,938	15,249,959	10,890,251	17,689,934	12,996,472	16,062,526	17,369,589	23,137,072	17,078,723	24,071,808	24,350,825	....	Sundries, unenumerated.
42,844,651	62,392,927	65,353,255	78,304,364	79,548,418	82,875,727	89,353,602	111,733,562	91,605,813	120,281,218	136,948,982	....	Total.
....	....	....	....	352,276	....	....	95,665	380,480	427,782	....	....	Less excess of reexports over imports.
42,844,651	62,392,927	65,353,255	78,304,364	79,196,142	82,875,727	89,353,602	111,637,897	91,225,333	119,853,436	136,948,982	....	Total sundries.
135,101,198	151,362,819	162,102,911	171,696,715	202,589,994	202,828,625	209,579,334	264,748,456	211,070,422	268,312,918	315,363,905	....	Grand total.

EXPORTS OF DOMESTIC AND FOREIGN MERCHANDISE FROM

[From the official returns of the inspector-

ARTICLES.	QUANTITIES.										
	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902
DOMESTIC EXPORTS.											
Aniseed, star .... piculs	12,958	9,035	6,036	3,268	6,710	5,950	9,011	10,926	8,644	11,018	10,384
Bamboo and bamboo ware											
Bean cake .... piculs			510,560	56,638	1,544,396	1,810,338	1,831,552	2,509,525	1,813,510	2,934,458	3,892,087
Beans .... do	1,704,497	1,967,272	1,585,870	176,556	1,332,685	2,046,662	2,348,781	2,801,536	1,645,141	1,879,156	2,195,163
Bristles .... do			18,378	27,142	21,886	24,351	23,425	28,162	21,871	27,287	37,547
Camphor .... do	17,786	32,563	39,024	17,513	2,173	662	294	615	2,081	1,357	1,407
Cassea lignea .... do	90,901	34,329	57,352	136,943	71,843	56,841	66,381	64,552	62,772	55,839	71,314
Cattle, sheep, pigs, and goats ... number			159,092	223,668				191,567	207,252	233,847	245,121
China root .... piculs			18,041	16,506	19,424	13,784	18,866	18,555	13,462	19,291	21,810
Chinaware, earthenware, and pottery .... do	269,573	317,515	308,718	542,287	360,379	338,326	337,142	372,986	353,031	336,542	383,196
Clothing, Chinese, boots, and shoes											
Cotton, raw .... piculs	508,843	576,155	747,231	896,096	418,102	493,139	773,739	229,220	711,882	290,865	774,536
Curios											
Fans, of all kinds .... pieces	26,089,749	27,692,705	26,483,723	53,837,062	36,812,887	54,624,792	50,557,741	57,092,168	51,158,852	55,542,507	52,938,774
Feathers, duck, fowl, etc .... piculs	43,882	54,187	43,268	65,245	64,329	75,649	61,386	71,110	70,011	46,844	71,993
Firecrackers and fireworks .... do	130,957	121,268	165,359	329,100	183,559	175,304	131,921	151,324	135,395	153,016	122,838
Fish and fishery products											
Fruits, of all kinds											
Fungus .... piculs			9,431	4,605	5,055	9,464	9,264	7,010	6,902	11,542	9,582
Galangal .... do	16,379	16,566	20,378	17,233	22,327	39,135	19,161	15,458	10,941	41,438	16,492
Glassware, bangles, etc .... do	21,699	23,113	22,296	24,988	18,392	17,648	20,874	20,544	17,579	19,204	25,879
Gold and silverware .... do	30	34	35	52	51	43	55	53	69	7,521	8,210
Grass cloth .... do	2,831	2,605	3,662	5,716	6,087	8,634	9,760	7,848	8,079	10,039	10,479
Hair, of all kinds											
Hats, rush .... pieces	1,362,000	2,909,630	2,912,375	2,354,762	2,236,500	4,359,578	3,225,631	3,055,084	7,482,137	7,158,982	3,053,378
Hemp .... piculs	61,598	79,662	96,661	97,926	85,913	99,474	106,845	166,205	178,445	174,644	222,478
Hides, cow and buffalo .... do	62,911	95,597	119,620	115,408	158,367	216,525	226,335	232,700	233,912	231,509	295,205
Horns .... do	14,478	14,542	8,938	8,999	11,687	14,281	10,805	7,420	10,116	8,577	12,259
Leather .... do	4,819	7,875	6,455	8,671	7,304	10,837	16,917	19,758	16,798	17,302	15,246
Lily flowers, dried .... do			54,625	49,618	49,477	46,423	47,552	44,211	31,437	34,907	36,380
Mats (not including matting) .... pieces	17,283,019	17,267,381	16,650,238	33,220,860	17,863,803	37,472.062	39,457,799	32,032,498	22,138,456	33,334,410	24,002,140
Matting .... piculs	223,894	406,806	273,890	483,487	502,017	418,105	536,893	514,086	551,125	495,384	488,745
Medicines											
Musk .... piculs	22	23	25	23	23	25	25	19	14	1,887	1,918
Nankeens .... do	10,349	17,086	16,324	36,663	21,016	29,378	29,869	28,745	30,180	27,586	22,487
Nutgalls .... do	38,477	47,974	50,507	37,827	26,055	33,666	43,115	36,177	47,309	35,383	48,488
Oil (bean, groundnut, tea, wood, etc.) .... piculs	44,062	152,059	196,929	222,853	218,508	294,906	320,632	241,762	279,600	343,434	465,822
Oils, essential (aniseed, cassia, leaf, etc.) .... piculs	3,168	2,274	2,686	1,184	3,067	3,576	4,071	3,028	2,267	3,160	4,353
Paper .... do	223,809	241,916	253,181	418,940	266,744	296,827	278,417	293,274	319,913	318,736	333,533
Preserves .... do	18,560	18,774	7,133	13,213	9,129	10,434	9,425	9,493	10,767	10,460	12,768
Provisions and vegetables											
Rhubarb .... piculs	6,599	6,587	8,556	7,412	6,317	7,174	12,571	7,974	7,606	5,501	9,292
Safflower .... do	256	295	325	269	232	293	222	115	87	100	70
Samshu .... do	87,328	100,144	93,974	104,094	97,305	133,328	159,232	151,628	145,037	167,293	155,373
Seed, sesamum .... do			115,283	198,483	33,481	44,899	47,388	172,500	276,392	297,365	882,302
SILK:											
Raw—											
White .... do	75,722	68,052	68,926	56,258	38,223	48,468	43,536	59,845	31,796	45,090	37,426
Yellow .... do	9,032	12,345	9,934	11,365	6,775	7,610	7,746	14,146	11,267	13,669	12,5[illegible]6
Wild .... do	16,433	13,759	16,241	15,942	16,370	19,046	16,489	24,674	18,867	20,499	19,179
Steam filature .... do	14	10	4,344	27,056	27,041	41,485	41,050	49,435	35,277	49,938	50,557
Cocoons .... do	6,540	9,635	9,631	24,060	17,845	20,145	18,584	21,878	18,793	8,585	13,436
Refuse .... do	55,891	57,615	66.475	56,744	44,937	58,350	71,339	91,254	60,182	66,044	72,436
Piece goods .... do	13,111	14,611	16,363	20,501	18,260	18,438	17,537	15,670	15,844	17,958	16,145
Shantung pongees .... do	2,751	2,524	2,718	2,621	2,590	1,963	1,782	2,418	2,453	2,737	4,483
Products, unclassed .... do	1,750	3,949	1,633	5,545	5,432	1,887	1,934	1,782	2,361		
Skins (furs), skin clothing, and rugs											
Straw braid .... piculs	87,273	100,450	120,609	117,777	110,184	98,226	73,859	79,526	80,767	94,075	100,678
SUGAR:											
Brown .... do	665,821	668,432	712,874	620,709	379,751	459,789	613,641	755,089	720,136	745,199	607,154
White .... do	110,815	64,732	62,555	89,550	45,489	56,626	72,187	126,847	107,016	84.630	66,847
Candy .... do	8,981	3,280	4,619	14,917	6,498	5,378	2,270	3,843	3,087	869	543
TALLOW:											
Animal .... do			59,025	34,804	11,749	9,751	10,197	9,780	19,348	38,082	56,150
Vegetable .... do			63,271	68,548	20,611	51,490	33,273	23,490	22,340	111,312	118,120
TEA:											
Black .... do	1,101,228	1,190,206	1,217,215	1,123,952	912,417	764,915	847,133	935,578	863,374	665,499	687,288
Green .... do	188,440	236,237	233,465	244,202	216,999	201,168	185,306	213,798	200,425	189,430	253,757
Dust .... do	855	1,273	3,173	320	292	1,628	619	1,288	575	972	973
Brick, black .... do	323,112	382,361	356,264	424,491	503,179	506,691	454,439	436,274	285,589	241,565	483,105
Brick, green .... do			39,242	56,901	63,720	51,607	43,986	37,752	31,334	48,957	86,932
Tablet .... do	9,045	10,754	12,953	15,814	16,234	6,149	7,117	6,105	3,027	8,570	7,156
Tobacco, leaf and prepared .... do	92,127	110,513	113,886	112,014	104,761	141,877	371,137	173,987	134,651	158,383	169,339
Varnish .... do			3,873	5,849	5,835	7,397	5,32[illegible]	6,505	6,365	6,571	5,858
Vermicelli and macaroni .... do	81,348	161,550	160,829	149,734	158,118	153,087	154,496	158,187	177,588	173,672	190,061
Wax, white .... do			5,748	4,287	4,019	4,253	4,988	5,737	3,462	4,174	5,050
Wool .... do	173,407	130,073	226,189	216,622	151,847	207,721	146,406	242,152	121,000	134,471	192,930
Camel's .... do			27,147	19,144	20,185	24,622	17,081	39,878	17,245	14,224	33,007
Sundries, unenumerated											
Total domestic exports											
Total foreign exports											
Total exports											

THE CHINESE EMPIRE TO FOREIGN COUNTRIES, 1892–1902.

general of customs of the Chinese Empire.]

VALUES.											ARTICLES.
1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	
Hk. taels.	Hk. taels.	Hk. taels.	Hk. taels.	Hk. taels.	Hk. taels.	Hk. taels.	Hk. taels.	Hk. taels.	Hk. taels.	Hk. taels.	DOMESTIC EXPORTS.
155,636	108,409	91,595	58,197	133,894	130,193	149,717	240,366	207,391	231,552	207,719	piculs....Aniseed, star.
349,765	380,828	348,557	421,930	416,259	434,126	593,390	679,897	774,181	801,370	831,631	...........Bamboo and bamboo ware.
....	....	508,136	56,471	1,815,162	2,337,495	2,973,786	3,889,127	2,471,907	4,704,684	5,448,010	piculs....Bean cake.
1,629,164	2,522,020	1,957,609	332,971	2,065,785	3,607,701	4,855,099	5,529,352	2,996,179	3,866,035	4,333,707	...do .....Beans.
....	....	567,221	650,367	714,836	810,020	868,923	1,106,308	929,339	1,224,984	1,701,736	...do .....Bristles.
307,992	711,942	825,345	472,201	67,738	16,116	7,422	15,827	71,451	44,059	55,877	...do .....Camphor.
589,329	229,689	378,824	557,844	508,430	429,597	537,253	648,630	633,568	591,985	848,702	...do .....Cassia lignea.
....	....	889,852	977,087	981,855	1,283,941	1,432,382	1,336,578	1,417,794	1,758,517	1,803,252	number..Cattle, sheep, pigs, and goats.
....	....	102,452	74,916	95,589	75,422	89,229	92,618	79,038	120,677	132,226	piculs....China root.
1,084,008	1,178,834	1,231,136	1,541,132	1,628,340	1,384,336	1,504,307	1,802,784	1,627,368	1,692,561	1,852,686	...do .....Chinaware, earthenware, and pottery.
1,592,969	1,829,597	1,850,635	2,189,969	2,088,482	2,177,690	1,982,672	2,224,253	2,039,743	1,860,601	1,850,567	...........Clothing, Chinese boots, and shoes.
5,089,361	6,166,182	7,361,343	11,202,661	5,017,899	7,393,456	3,151,161	2,980,373	9,860,969	4,705,606	13,161,051	piculs....Cotton, raw.
30,838	16,774	19,093	61,574	69,925	82,779	82,488	105,695	55,487	88,935	139,892	...........Curios.
350,665	348,651	359,997	500,840	462,638	530,471	361,282	618,092	516,158	541,817	514,051	pieces ...Fans, of all kinds.
275,992	356,271	283,523	320,035	422,404	636,500	736,447	973,415	919,556	567,964	837,426	piculs....Feathers, duck, fowl, etc.
1,181,128	1,098,983	1,576,482	1,961,123	1,827,580	1,746,113	1,316,649	1,554,277	1,620,817	1,979,719	1,710,355	...do .....Firecrackers and fireworks.
496,282	761,190	848,948	940,611	1,012,265	1,057,618	1,109,844	1,234,267	1,207,530	1,087,996	1,196,352	...........Fish and fishery products.
665,796	778,723	825,073	869,714	804,932	1,046,769	1,104,670	1,444,252	1,211,937	1,465,942	1,341,095	...........Fruits, of all kinds.
....	....	188,865	103,642	125,759	311,324	312,456	232,808	200,077	305,514	285,168	piculs....Fungus.
18,845	21,000	22,542	20,680	37,968	66,666	32,698	27,012	19,834	40,733	28,391	...do .....Galangal.
348,758	394,040	395,013	442,411	391,224	350,796	429,885	429,743	372,103	398,385	442,086	...do .....Glassware, bangles, etc.
77,613	88,971	96,545	119,621	148,332	129,965	160,757	173,085	185,147	217,175	224,373	...do .....Gold and silver ware.
238,940	199,195	305,238	386,516	434,318	596,372	661,572	522,895	573,328	647,451	682,177	...do .....Grass cloth.
357,937	551,191	719,080	228,527	271,143	255,491	273,171	409,432	246,947	236,961	423,949	...........Hair, of all kinds.
11,023	24,998	26,295	17,259	20,120	42,284	36,985	42,887	58,340	60,185	28,330	pieces ...Hats, rush.
356,437	475,344	600,267	552,639	642,801	783,965	782,032	1,323,388	1,073,154	1,337,521	1,875,713	piculs ...Hemp.
495,065	752,747	1,089,919	980,944	1,826,281	3,070,329	3,747,056	3,929,188	4,147,532	4,522,701	5,727,210	...do .....Hides, cow and buffalo.
110,377	131,230	70,157	59,932	98,105	111,234	89,357	61,888	86,428	70,063	95,543	...do .....Horns.
72,405	113,327	98,767	133,856	120,659	170,400	298,667	398,906	378,433	366,224	339,774	...do .....Leather.
....	....	232,737	186,296	234,714	276,067	292,589	311,078	292,012	319,441	301,130	...do .....Lily flowers, dried.
485,574	462,228	455,546	668,072	719,849	1,397,222	1,525,442	1,381,840	948,974	1,291,495	1,160,396	pieces ...Mats (not including matting).
806,479	1,466,748	987,274	1,308,366	1,814,032	1,572,353	2,157,652	2,269,774	2,355,963	2,165,665	2,808,828	piculs ...Matting.
420,609	988,218	1,117,286	1,161,404	1,163,570	1,276,255	1,394,232	1,522,731	1,478,170	1,518,516	1,935,299	...........Medicines.
224,445	363,098	270,148	372,133	366,281	460,988	528,361	418,901	276,616	410,362	490,918	piculs ...Musk.
383,280	645,304	613,896	1,343,801	828,290	1,240,197	1,254,198	1,231,015	1,301,283	1,221,471	983,631	...do .....Nankeens.
460,880	570,624	385,286	334,843	327,076	830,921	802,569	722,120	1,055,810	769,725	839,302	...do .....Nutgalls.
256,401	802,287	1,002,922	1,017,675	1,421,747	2,212,330	2,461,799	2,046,251	2,290,727	2,796,689	3,486,031	...do .....Oil (bean, groundnut, tea, wood, etc.).
383,362	288,126	477,920	201,953	581,121	680,110	609,136	541,252	478,481	655,531	511,998	...do .....Oils, essential (aniseed, cassia leaf, etc.).
1,572,524	1,756,807	1,784,366	1,986,423	1,858,000	2,121,661	1,741,707	2,157,629	2,506,323	2,666,644	3,098,055	...do .....Paper.
182,249	169,718	63,006	95,349	78,173	89,189	83,152	88,251	97,123	107,227	139,647	...do .....Preserves.
742,515	936,254	931,657	1,167,990	1,314,977	1,381,350	1,590,204	2,183,486	2,496,445	2,732,586	2,880,969	...........Provisions and vegetables.
208,941	190,142	207,837	190,233	174,087	302,494	418,376	168,597	174,781	108,615	165,488	piculs ...Rhubarb.
11,455	13,721	15,002	11,872	10,824	13,122	7,988	5,060	3,794	3,897	3,379	...do .....Safflower.
311,320	383,387	373,137	394,203	376,121	488,415	676,693	647,808	659,087	717,363	713,652	...do .....Samshu.
....	....	381,289	662,307	140,124	203,980	217,960	558,727	952,674	1,203,010	4,184,943	...do .....Seed, sesamum.
											SILK:
											Raw—
23,810,567	21,847,170	22,972,894	19,139,947	13,285,843	17,441,327	17,687,403	29,103,683	14,522,793	17,602,721	20,620,220	...do ..... White.
2,032,252	2,537,757	1,982,666	2,258,490	1,894,784	1,773,815	2,186,027	4,580,363	3,334,198	4,136,620	4,434,135	...do ..... Yellow.
1,479,225	1,402,577	1,939,594	1,967,038	2,403,827	3,059,157	2,805,332	5,226,527	2,659,512	2,821,508	3,701,522	...do ..... Wild.
869	985	2,324,254	11,210,167	11,126,022	18,718,378	18,102,667	26,334,883	16,038,647	21,807,230	33,372,412	...do ..... Steam filature.
414,455	617,583	645,377	1,082,742	858,959	835,294	890,141	1,333,422	1,088,774	642,994	1,530,472	...do ..... Cocoons.
2,603,745	29,20,083	3,739,506	3,065,487	2,102,114	2,633,019	3,741,248	5,004,271	2,088,107	2,664,895	5,002,807	...do ..... Refuse.
6,899,906	7,847.498	7,980,124	10,910,996	9,133,439	9,674,959	9,677,295	9,325,994	8,344,490	9,542,552	8,400,801	...do ..... Piece goods.
471,944	405,589	435,425	419,701	589,874	419,788	367,283	566,531	683,561	684,226	1,250,907	...do ..... Shantung pongees.
579,167	534,983	624,742	632,534	694,482	694,923	646,523	633,996	683,787	1,012,874	898,931	...do ..... Products, unclassed.
1,315,532	1,299,159	1,681,710	2,649,670	2,644,989	3,083,517	3,073,332	3,791,049	2,374,780	4,026,698	5,268,372	...........Skins (furs), skin clothing, and rugs.
2,056,856	2,429,079	2,531,219	2,494,073	3,907,242	6,659,388	3,131,791	2,881,572	4,371,157	3,590,784	3,904,029	piculs ....Straw braid.
											SUGAR:
1,609,192	2,003,472	2,109,514	1,660,524	1,225,637	1,477,106	2,073,728	2,670,006	2,411,857	2,576,000	1,987,279	...do ...... Brown.
416,194	291,522	293,023	376,907	205,298	264,165	356,280	674,558	551,459	431,246	312,760	...do ...... White.
48,016	23,721	34,088	92,348	46,793	36,189	15,883	28,065	20,674	6,964	4,434	...do ...... Candy.
											TALLOW:
....	....	329,676	192,278	76,897	72,790	78,771	76,756	185,958	373,439	549,606	...do ...... Animal.
....	....	395,444	616,930	175,193	396,474	256,198	234,898	201,059	1,046,323	1,107,663	...do ...... Vegetable.
											TEA:
19,990,562	21,940,046	22,945,997	23,109,512	19,409,486	17,146,031	19,445,225	21,823,884	17,592,687	11,408,872	12,113,048	...do ...... Black.
3,486,601	5,705,291	5,809,078	4,892,725	5,630,070	6,002,967	4,451,138	4,831,744	4,717,729	4,397,895	6,555,935	...do ...... Green.
3,176	9,430	22,366	1,464	1,391	6,572	1,883	7,897	1,728	3,496	4,036	...do ...... Dust.
2,313,179	2,676,514	2,524,219	3,640,209	4,211,980	5,357,791	4,352,144	4,220,366	2,818,721	2,129,682	3,402,845	...do ...... Brick, black.
		274,694	458,902	509,315	513,762	426,439	366,720	257,647	432,072	635,389	...do ...... Brick, green.
189,979	227,412	278,221	347,050	364,644	159,423	202,653	218,489	56,239	140,809	148,576	...do ...... Tablet.
1,074,752	1,203,878	1,336,226	1,416,766	1,445,084	1,943,420	3,839,245	2,309,958	1,941,769	2,150,141	2,195,451	...do ......Tobacco, leaf and prepared.
....	....	132,338	198,620	226,273	343,430	247,369	303,667	187,585	176,321	157,224	...do ......Varnish.
305,034	626,889	627,912	685,261	733,811	794,860	915,414	1,010,454	1,195,059	1,128,665	1,317,755	...do ......Vermicelli and macaroni.
....	....	552,569	534,995	410,828	436,034	513,117	549,175	207,648	226,418	286,325	...do ......Wax, white.
1,515,432	1,321,481	2,089,496	1,904,146	1,213,579	2,088,675	1,188,977	3,590,828	1,615,690	1,609,130	2,367,461	...do ......Wool.
....	....	265,495	215,815	231,892	301,906	237,175	549,979	248,083	196,299	453,361	...do ...... Camel's.
7,600,528	10,480,361	8,288,837	9,779,321	10,598,972	15,320,269	12,283,058	13,262,534	15,215,195	18,463,729	20,372,093	...........Sundries, unenumerated.
102,583,525	116,632,311	128,104,522	143,293,211	131,081,421	163,501,358	159,037,149	195,784,832	158,996,752	169,656,757	214,181,584	.... Total domestic exports.
2,321,474	1,964,067	3,543,280	8,250,215	9,033,425	9,406,369	9,166,013	9,007,609	11,059,051	8,836,117	10,182,406	.... Total foreign exports.
104,901,999	118,596,378	131,647,802	151,543,456	140,114,846	172,907,727	168,203,162	204,792,441	170,055,803	178,492,874	221,363,990	.... Total exports.

IMPORTS OF FOREIGN MERCHANDISE INTO THE PORT OF SHANGHAI FROM FOREIGN COUNTRIES AND HONGKONG DURING THE YEAR 1902.

[From the official returns of the inspector-general of customs of the Chinese Empire.]

[NOTE.—The imports of foreign merchandise into the port of Shanghai form over 60 per cent of the total foreign merchandise imported into the Chinese Empire.]

DESCRIPTION OF GOODS.	IMPORTS.	
	Quantity.	Value.
OPIUM:		*Hk. taels.*
Malwa.....piculs..	13,710.75	10,694,385
Patna.....do....	8,568	6,254,640
Benares.....do....	5,734.80	4,186,404
Persian.....do....	206.50	110,478
Boiled.....do....	.10	74
COTTON GOODS:		
Shirtings—		
Gray, plain.....pieces..	5,503,262	13,397,809
Gray, plain, Indian.....do....	8,830	26,704
Gray, plain, American.....do....	708,635	1,945,980
Gray, plain, Japanese.....do....	9,282	23,218
White, plain.....do....	2,070,124	9,549,096
White, plain, American.....do....	5,320	18,912
White, Irish.....do....	170,865	630,617
Long cloth.....do....	476	2,627
White, figured, brocaded, and spotted...do....	15,533	55,113
White cotton balzarines.....do....	8,399	14,218
White cotton lenos.....do....	32,595	55,416
Dyed, plain.....do....	53,735	146,591
T-cloths, dyed.....do....	9,070	22,328
Dyed, figured, brocaded and spotted....do....	127,638	476,830
Dyed cotton balzarines.....do....	297	513
Dyed cotton lenos.....do....	3,773	10,284
Dyed cotton Metz cords.....do....	6,177	16,931
T-cloths—		
32 inches.....do....	753,209	1,537,772
36 inches.....do....	97,435	364,105
Indian, 32 inches.....do....	30,400	43,608
Indian, 36 inches.....do....	2,125	5,694
Japanese, 32 inches.....do....	142,959	188,157
Drills—		
English.....do....	157,084	485,495
Indian.....do....	14,450	43,988
Dutch.....do....	11,980	35,517
American.....do....	1,584,568	5,320,262
Japanese.....do....	123	435
Jeans—		
English.....do....	348,615	872,214
Twills, gray, English.....do....	154	477
Dutch.....do....	33,702	69,484
American.....do....	180,983	517,352
Sheetings—		
English.....do....	658,044	2,041,792
Indian.....do....	60,765	181,979
Dutch.....do....	4,228	13,187
American.....do....	4,251,245	13,230,071
Japanese.....do....	36,515	98,593
Chintzes and furnitures.....do....	125,369	205,967
Cotton prints, plain.....do....	611,754	1,237,933
Cotton prints, plain, Japanese.....do....	123	109
Printed—		
T-cloths.....do....	218,879	442,281
Cotton twills.....do....	120,274	254,076
Turkey red—		
Shirtings.....do....	101,241	453,699
Shirtings, Japanese.....do....	269	498
T-cloths.....do....	10	20
Cambrics.....do....	141,234	607,099
Cotton—		
Lastings, plain.....do....	89,487	366,555
Lastings, figured.....do....	571,559	1,739,885
Italians, plain.....do....	362,412	1,772,756
Italians, figured.....do....	81,630	385,292
Lastings and Italians, special finish....do....	449,172	2,571,614
Silesians.....do....	689	3,093
Twills, dyed.....do....	843	5,911
Dyed drills.....do....	17,945	77,923
Cotton—		
Checks, dyed.....do....	9,764	19,790
Figures.....do....	2,479	10,599
Figures, dyed.....do....	20,802	85,870
Damasks, white.....do....	30	223
Damasks, dyed.....do....	258	3,342
Crimps.....do....	16,423	43,645
Crimps, Japanese.....do....	983	1,752
Velvets.....do....	40,717	288,808
Velvets, printed.....do....	10	158
Velveteens.....do....	15,682	124,823
Cambrics, plain and printed.....do....	13,651	18,506
Lawns.....do....	272,911	215,520
Muslins.....do....	53,846	81,830
Dimities.....do....	65	565
Handkerchiefs, cotton.....dozen..	712,704	307,894
Handkerchiefs, cotton, Japanese.....do....	20,801	7,337
Handkerchiefs, cambric.....do....	3,424	3,509
Handkerchiefs, imitation silk.....do....	220	207
Towels.....do....	469,624	191,873
Towels, Japanese.....do....	150,763	77,925
Blankets, cotton.....pieces..	144,008	82,221
Blankets, cotton, Japanese.....do....	1,848	1,224
Mahomedans.....do....	1,656	6,133
Ginghams.....do....	1,218	1,852
Cotton—		
Lusters, dyed.....do....	276	911
Spanish stripes.....do....	40,608	155,957
Flannel.....do....	121,794	379,819
Flannel, Japanese.....do....	19,311	25,726
COTTON GOODS—Continued.		
Dyed shirtings, short cuts (5 yards and under).....pieces..	160	*Hk. taels.* 120
Cotton ticks.....do....	21,748	74,215
Oxford shirtings.....do....	9,312	16,233
Harvard shirtings.....do....	810	1,585
Velvet cords.....do....	15,635	199,442
Velveteen cords.....do....	1,400	7,926
Cotton cretonne.....do....	17,551	118,082
Japanese cotton cloth.....do....	25,370	14,563
Japanese cotton crape.....do....	15,233	11,057
Mosquito netting.....do....	23,737	54,037
Cottonades and cottons, unclassed.....do....	29,195	102,327
Cotton yarn—		
English.....piculs..	19,078	625,508
Indian.....do....	1,263,575	28,051,353
Hongkong.....do....	3,942	84,763
Japanese.....do....	296,384	6,027,021
Cotton thread.....do....	1,389	205,327
Cotton cord.....do....	3	261
Cotton cord, spooled.....do....	40	4,259
WOOLEN GOODS:		
Camlets, English.....pieces..	29,196	317,920
Camlets, Dutch.....do....	60	1,225
Lastings, plain.....do....	27,838	240,839
Longells.....do....	56,012	318,728
Spanish stripes.....do....	26,908	398,394
Cloth, broad, medium, and habit.....do....	18,429	651,794
Cloth, Russian.....do....	4,133	85,676
Lusters and Orleans, plain.....do....	429	3,873
Union crape lastings.....do....	509	3,700
Alpacas.....do....	1,070	13,357
Merinos.....do....	33	945
Lusters and Orleans, figured.....do....	154	2,056
Blankets and rugs.....pairs..	37,788	126,492
Astrakhan.....pieces..	13	1,938
Union or poncho cloth.....do....	4,085	66,593
Grey meltons.....do....	104	2,655
Flannel.....do....	4,649	72,683
Flannel crape.....do....	480	5,099
Tweeds.....do....	208	6,863
Serges.....do....	560	19,354
Italian cloth, plain and figured.....do....	64,626	534,318
Reps.....do....	7	231
Cashmeres.....do....	145	3,754
Bunting.....do....	1,275	6,765
Woolen goods, unclassed.....do....	4,199	129,875
Woolen yarn and cord.....piculs..	1,370	140,958
MISCELLANEOUS PIECE GOODS:		
Canvas.....bolts..	4,044	52,528
Cotton duck.....do....	3,590	65,422
Linen, fine.....pieces..	240	5,647
Linen, coarse.....do....	1,396	9,617
Linen and cotton mixtures.....do....	558	6,679
Union drills.....do....	54	779
Union lastings.....do....	450	3,196
Silk piece goods.....do....	2,585	46,142
Silk and cotton mixtures.....do....	40,750	103,645
Silk and cotton mixtures, Japanese.....piculs..	12	1,322
Woolen and cotton mixtures.....pieces..	6,221	79,415
Gunny cloth.....yards..	549,491	27,772
Hessian cloth.....do....	557,387	35,233
Plush.....pieces..	11,367	283,502
Silk and woolen mixtures.....do....	18	583
Tapestry.....do....	405	17,200
Toweling.....do....	10	85
Linen thread.....piculs..	1	195
Miscellaneous piece goods, unclassed....pieces..	2,280	39,571
METALS:		
Iron—		
Nail-rod.....piculs..	181,397	535,364
Bar.....do....	103,068	307,726
Hoop.....do....	5,078	23,049
Galvanized.....do....	742	2,110
Sheets and plates.....do....	43,201	145,589
Sheets and plates, galvanized.....do....	57,761	374,725
Wire.....do....	22,131	107,124
Wire, galvanized.....do....	8,530	23,334
Wire cobbles.....do....	70,512	161,828
Wire rope.....do....	27	261
Wire rope, galvanized.....do....	1,260	13,339
Pig and kentledge.....do....	15,958	29,238
Old iron—		
Plates.....do....	40,923	78,560
Tubes.....do....	16,411	28,741
Cart tires.....do....	21,732	45,675
Horseshoes.....do....	124,341	240,833
Railway spikes.....do....	4,557	9,023
Wire.....do....	38,093	67,937
Wire rope.....do....	15,267	30,904
Hoops.....do....	8,005	15,919
Scraps.....do....	16,386	28,837
Unclassed.....do....	41,471	81,870
Iron—		
Nails.....do....	52,475	225,305
Rivets.....do....	4,129	22,653
Anchors and chains.....do....	7,957	56,856
Screws.....gross..	201,486	30,152

IMPORTS OF FOREIGN MERCHANDISE INTO THE PORT OF SHANGHAI FROM FOREIGN COUNTRIES AND HONGKONG DURING THE YEAR 1902—Cont'd.

DESCRIPTION OF GOODS.	IMPORTS.	
	Quantity.	Value.
METALS—Continued.		
Iron—Continued.		*Hk. taels.*
Nuts, bolts, and washers ... piculs	3,475	34,292
Swage blocks and anvils ... do.	96	969
Castings ... do.		3
Tubes ... do.	9,238	40,641
Tubes, galvanized ... do.	121	814
Ironware, unclassed ... do.	1,205	5,757
Tin, in slabs ... do.	17,587	786,560
Tin plates ... do.	32,134	220,621
Lead, in pigs ... do.	61,568	343,273
Lead, in bars ... do.	8,426	42,138
Lead, in sheets, and tea lead ... do.	1,563	10,424
Lead pipes ... do.	1,361	9,608
Copper—		
Bar and rod ... do.	95	3,050
Sheets and plates ... do.	2,948	88,437
Nails ... do.	102	4,280
Old ... do.	5	94
Wire ... do.	314	10,498
Wire rope ... do.	4	341
Ingots ... do.	7,719	239,662
Slabs, Japan ... do.	5,342	142,525
Tubes ... do.	460	19,443
Nuts, bolts, rivets, and washers ... do.	56	1,958
Copper ware, unclassed ... do.	209	5,918
Yellow metal—		
Bar and rod ... do.	246	6,378
Sheets and plates ... do.	2,428	63,563
Nails ... do.	178	6,118
Old ... do.	81	1,462
Nuts and bolts ... do.	42	1,112
Brass—		
Wire ... do.	1,446	38,831
Screws ... gross	12,048	11,858
Bolts and nuts ... piculs	7	337
Rod ... do.	151	4,527
Sheets and plates ... do.	114	3,205
Tubes ... do.	349	13,760
Old ... do.	17	234
Brass ware ... do.	32	1,612
Steel—		
Bars ... do.	46,248	255,858
Cast ... do.	542	4,179
Sheets and plates ... do.	4,908	24,409
Wire ... do.	119	2,642
Wire rope ... do.	1,321	23,302
Angles ... do.	1,617	6,990
Hoops ... do.	3,465	14,703
Rivets ... do.	989	5,851
Tubes ... do.	18	188
Mild, bars ... do.	8,355	27,451
Mild, angles ... do.	8,089	26,356
Mild, hoops ... do.	7,103	28,923
Mild, sheets and plates ... do.	29,473	95,677
Mild, rivets ... do.	2,592	13,352
Mild, cuttings ... do.	68,146	157,273
Spelter ... do.	34	674
Quicksilver ... do.	55	5,632
Babbitt metal ... do.	238	10,017
White metal and German silver ... do.	1,743	92,890
White-metal wire ... do.	800	35,955
Nickel ... do.	2,046	151,037
Compound tin ... do.	208	4,300
Zinc, sheets and plates ... do.	4,155	49,571
Colored and decorated tin plates ... do.	1,051	10,613
Solder ... do.	124	3,013
Wire netting and gauze		13,424
Bronze ware		86
Antimony ... piculs	555	8,131
Metals, unclassed ... do.	1,829	14,004
SUNDRIES:		
Agar-agar ... do.	12,121	48,898
Aniseed, star, Hongkong ... do.	1,066	21,167
Aniseed, star, Japan ... do.	2,738	33,246
Articles de Paris, curiosities and fancy goods		55,759
Asbestos, sheets, and packing ... piculs	625	14,544
Asbestos, unclassed		3,626
Asphalt roofing		1,490
Awabi ... piculs	564	25,624
Awabi, preserved in tins ... dozen	6,662	17,503
Bags—		
Gunny ... pieces	7,663,548	654,205
Hemp and cotton ... do.	42,057	2,447
Straw and grass ... do.	1,276,855	43,447
Bark, plum-tree ... piculs	1,356	5,154
Bark, yellow ... do.	2,169	8,595
Barley, pearl ... do.	122	1,026
Basins, tin ... gross	7,150	47,939
Beans and peas ... piculs	1,467	7,271
Bed hangings ... dozen	19,309	23,067
Bedsteads and bedding		50,991
Beer and porter		299,040
Belting, machine		52,695
Betel-nut husk ... piculs	2,660	6,636
Betel-nuts ... do.	1,682	7,795
Bicho de Mar, black ... do.	10,917	431,911
Bicho de Mar, white ... do.	6,209	114,048
Bicycles and bicycle materials ... do.		73,643
Birds' nests—		
First quality ... catties	7,255	159,272
Second quality ... do.	8,245	102 187
Third quality ... do.	40,199	104,725

DESCRIPTION OF GOODS.	IMPORTS.	
	Quantity.	Value.
SUNDRIES—Continued.		*Hk. taels.*
Biscuits		57,666
Bobbins, wood		20,892
Bones, tiger ... piculs	11	424
Books and charts		117,346
Books, Chinese ... piculs	1,253	46,584
Borax ... do.	1,321	13,092
Bottles, empty		41,795
Bottling materials		6,803
Boxes, fancy ... gross	43,837	52,773
Braid ... cartons	782,599	193,905
Brass foil ... piculs	11	388
Bricks and tiles ... pieces	208,991	11,899
Bristles ... piculs	202	12,169
Bronze powder ... do.	162	9,818
Brooms, bamboo ... pieces	22,249	1,672
Brushes and brooms ... dozen	39,824	26,781
Buckets, iron, galvanized ... do.	4,950	15,496
Building materials		67,941
Buoys, gas ... pieces	1	4,020
Butter and cheese		192,849
Buttons, brass ... gross	355,255	96,946
Buttons, fancy ... do.	182,734	71,142
Buttons, brass, native ... piculs	13	946
Calcium, carbide of		546
Camphor ... piculs	484	23,734
Camphor baroos, clean ... catties	160	6,145
Camphor baroos, refuse ... do.	90	1,186
Candles ... piculs	22,004	386,821
Canes, Malacca ... pieces	350,000	3,240
Canes, Tsung-chu ... piculs	1,159	5,564
Capoor cutchery ... do.	34	132
Caps and hats ... pieces	159,454	56,706
Caps and hats, Chinese ... do.	25,002	1,117
Cardamom husk ... piculs	197	1,321
Cardamoms, superior ... do.	200	19,202
Cardamoms, inferior ... do.	639	15,776
Carpets and carpeting		68,097
Carriages and carriage materials		82,100
Casks, empty		1,754
Cassia lignea ... piculs	184	7,721
Cassia twigs ... do.	66	217
Cement ... do.	116,716	121,754
Charcoal ... do.	53,898	49,129
Chemical products		122,942
China-root ... piculs	34	308
China ware, fine ... do.	267	4,312
China ware, coarse ... do.	257	2,714
Cigarettes		1,272,125
Cigars		162,700
Cinnabar ... piculs	3	173
Cinnamon ... do.	17	1,203
Clams, dried ... do.	1,947	35,300
Clocks ... pieces	84,222	154,363
Cloisonné		590
Cloth, native (Nankeens) ... piculs	42	2,217
Clothing		223,308
Cloves ... piculs	585	10,292
Cloves, mother ... do.	30	209
Coal ... tons	708,566	3,553,314
Cockles, fresh and dried ... piculs	16,019	25,710
Coffee ... do.	2,440	53,307
Coir and coir ware ... do.	1,503	8,058
Coke ... tons	3,772	52,268
Comforters ... doz.	11,090	23,083
Compoy ... piculs	2,618	119,480
Confectionery		18,064
Coral ... catties	2	75
Corks ... gross	37,964	25,301
Cosmetics, hair ... piculs	794	11,336
Cotton gins ... pieces	2,103	32,750
Cotton gins, parts of		51,347
Cotton, raw ... piculs	208,476	3,333,302
Cotton waste ... do.	964	14,500
Covers, bed ... pieces	18,238	23,292
Covers, table ... do.	11,679	24,790
Crabs' flesh, dried ... piculs	41	265
Crockery		84,496
Crocodile scales ... piculs	45	2,560
Crucibles		15,261
Curtains, bed		2,950
Curtains, window		13,510
Cutch ... piculs	78	643
Cutlery		101,806
Cuttlefish ... piculs	10,578	165,158
Dates, black ... do.	140	488
Dredges and dredging plant		14,766
Dressing cases ... pieces	85	188
Dyes and colors—		
Aniline		1,688,020
Carthamine ... piculs	31	2,250
Gamboge ... do.	20	1,427
Green, emerald ... do.	1,120	26,819
Green Schweinfurt ... do.	35	700
Indigo, pure, liquid, and indoin ... do.	2,539	111,380
Logwood extract ... do.	7,686	92,966
Ocher ... do.	41	411
Picric acid ... do.	425	4,821
Prussian blue ... do.	753	21,914
Smalt ... do.	32	1,095
Ultramarine ... do.	993	12,380
Unclassed ... piculs	345	12,717
Electric materials		167,266

IMPORTS OF FOREIGN MERCHANDISE INTO THE PORT OF SHANGHAI FROM FOREIGN COUNTRIES AND HONGKONG DURING THE YEAR 1902—Cont'd.

DESCRIPTION OF GOODS.	IMPORTS.	
	Quantity.	Value.
SUNDRIES—Continued.		*Hk. taels.*
Electro-plated ware		52,637
Elephants' teeth, whole ... piculs	97	28,358
Elephants' teeth, broken ... do	33	7,711
Embroideries		11,291
Emery cloth and sandpaper ... reams	1,424	8,008
Emery powder		4,623
Enameled ware		162,817
Engine and boiler fittings		85,129
Fans, fancy ... pieces	559	126
Fans, feather ... do	399	540
Fans, palm-leaf, fine ... do	646,567	7,494
Fans, palm-leaf, coarse ... do	7,926,200	44,277
Fans, paper ... do	72,004	3,554
Fans, silk ... do	8,721	1,305
Feathers, kingfishers', whole ... do	56,206	4,474
Feathers, kingfishers', broken ... do	26,600	1,450
Felt		5,395
Felt sheathing ... pieces	176,685	10,874
Filature fittings		429
Files ... dozen	6,755	19,228
Filters		8,275
Fire bricks ... pieces	201,857	20,549
Fire clay ... piculs	2,978	5,865
Firecrackers and fireworks ... do	149	1,670
Fire extinguishing apparatus		13,792
Firewood		4,316
Fish—		
Dried ... piculs	885	9,287
Salt ... do	1,018	6,268
Maws ... do	133	10,428
Skins ... do	546	5,808
Bones ... do	72	8,887
Fishery products, unclassed ... do	889	2,933
Flint stones ... do	16,260	9,154
Flour ... do	112,554	379,957
Flour, yam, arrowroot, and potato ... do	439	1,770
Flour, miscellaneous ... do	4,019	15,486
Flowers, artificial		733
Fodder		26,722
Fruit and vegetables, fresh		24,502
Fruit and vegetables, dried		10,926
Fungus ... piculs	3	112
Furniture and cabinetmakers' materials		155,898
Galangal ... piculs	4,841	15,012
Gambier ... do	181	1,436
Gas plant and fittings		126,754
Ginseng—		
Korean, third quality ... piculs	3	2,489
Japanese, first quality ... do	74	12,583
Japanese, second quality ... do	1,655	172,147
American, clarified ... do	137	79,723
American, crude ... do	4	1,231
Manchurian ... catties	2	175
Native ... piculs	4	694
Wild ... catties	5	970
Beard, root, cuttings, etc ... piculs	45	2,965
Glass, window ... boxes	141,967	627,534
Glass, plate		96,081
Glassware ... piculs		294,588
	522	6,981
Gloves ... dozen	25,733	42,826
Glue ... piculs	2,189	46,074
Glue, cow ... do	993	13,647
Goldware		4,146
Graphite, plumbago, and blacklead ... piculs	372	2,933
Graphophones and accessories		61,833
Grass cloth, fine ... piculs	7	497
Grindstones		1,039
Gum—		
Dragon's blood ... piculs	40	1,410
Myrrh ... do	225	2,149
Olibanum ... do	1,024	8,643
Resin ... do	6,817	15,725
Unclassed ... do	35	840
Haberdashery and millinery		306,674
Hair, horse ... piculs	362	11,011
Hams ... do	1,696	62,297
Hardware		281,447
Harness and saddlery		37,186
Hartall ... piculs	80	809
Hide, specific ... do	122	3,626
Hides, cow and buffalo ... do	4,469	82,696
Hops ... do	41	1,411
Horns—		
Cow and buffalo ... do	20	187
Deer ... do	152	2,010
Deer, young ... pairs	565	5,171
Deer, old ... piculs	5	2,886
Rhinoceros ... catties	44	1,387
Hose		20,024
Hosiery ... dozen	182,120	234,714
India rubber ... piculs	103	9,660
India-rubber goods		19,133
Indigo, dried ... piculs	187	3,434
Indigo, liquid ... do	31,240	166,024
Instruments and apparatus, scientific and surgical		23,686
Isinglass ... piculs	2,623	144,984
Ivoryware ... do	6	1,909
Jadestone ... do	35	9,983
Jewelry		31,616
Jewels and jewelry, imitation		72,161
Joss sticks ... piculs	70	549
SUNDRIES—Continued.		*Hk. taels.*
Labels, tickets, and advertising matter		36,922
Lace		67,781
Lacquer ware ... piculs		24,189
	179	5,552
Lamps and lamp wares		362,543
Lamp wicks		14,551
Lanterns, paper ... pieces	31,708	1,537
Launches, boats, and hulls ... do	15	55,699
Lead, red ... piculs	1,575	11,821
Lead, white ... do	6,506	58,367
Lead, yellow ... do	1,783	15,731
Leather ... do	10,225	280,259
Leather, fancy		22,534
Leather articles		142,691
Leather cloth ... pieces	1,887	9,522
Lichees, dried ... piculs	3,954	24,948
Light-house materials and apparatus		12,947
Linen, household		20,294
Liqueurs		80,350
Live stock ... No	65	1,449
Looking-glasses and mirrors ... pieces	608,339	75,248
Lung-ngan pulp ... piculs	6,576	63,249
Lung-ngans, dried ... do	4,824	27,513
Machinery		436,312
Machines, sewing and knitting ... pieces	4,056	50,663
Machines, sewing, parts and accessories		4,459
Machines, slot ... pieces	154	30,783
Malt ... piculs	854	6,861
Manganese ... do	8,336	58,400
Mangrove bark ... do	55,324	62,938
Marble slabs ... do	224	1,331
Matches, wax ... gross	1,700	3,713
Matches, wood, European ... do	20,530	17,880
Matches, wood, Japan ... do	2,833,530	676,880
Match-making materials—		
Glass powder ... piculs	1,274	3,406
Labels ... do	455	11,742
Paper, packing ... do	1,905	17,360
Phosphorus ... do	743	55,451
Wax, paraffin ... do	2,589	16,210
Wood shavings ... do	16,965	40,715
Wood splints ... do	66,301	117,414
Mats, bamboo and rattan ... pieces	1,257	941
Mats, straw and rush ... do	2,424,959	80,983
Mats and matting, coir and cocoa		13,707
Matting, straw ... rolls	707	2,983
Medical appliances and druggists' sundries		76,280
Medicines ... piculs	7,419	94,155
		150,538
Milk, condensed, in tins ... dozen	29,583	49,223
Milk, condensed, in tins, Japanese ... do	174	226
Mill supplies		42,494
Mining appliances		4,754
Morphia ... ounces	157,979	251,334
Molding ... feet	1,455,140	32,378
Mushrooms ... piculs	3,729	186,127
Musical boxes ... pieces	10,884	30,396
Musical instruments—pianos and organs		42,828
Musical instruments, unclassed		32,452
Musk ... taels	944	8,327
Mussels, dried ... piculs	7,497	78,265
Needles ... mille	2,433,074	520,688
Nutgalls ... piculs	67	1,308
Nutmegs ... do	57	1,98
Oakum ... do	816	9,521
Oil, kerosene—		
American ... gallons	34,162,720	4,915,039
Russian ... do	7,138,580	882,426
Sumatra ... do	956,245	123,772
Sumatra, in bulk ... do	12,258,708	1,071,623
Oil—		
Bean ... piculs	5,229	31,375
Castor ... do	14	316
Cocoanut ... do	427	5,826
Colza ... gallons	3,241	1,508
Cotton-seed ... piculs	11	68
Engine ... galls	472,336	195,709
Hemp-seed ... piculs	2,925	17,551
Mineral ... gallons	6,442	3,079
Olive ... do	1,261	1,838
Paint ... do	64,451	67,595
Peppermint, Japanese ... piculs	7	895
Tins and cases, empty ... pieces		658
Tanks and fittings		1,451
Oilcloth		26,376
Paint, green ... piculs	264	2,404
Paints, assorted ... do	11,972	160,499
Paper—		
First quality ... do	4,277	106,801
Second quality ... do	2,750	25,295
Printing ... reams	70,876	143,348
Printing, Japanese ... piculs	30,929	59,633
Wall		28,600
Paper-making materials—		
Clay ... piculs	394	306
Felt		2,543
Wood pulp ... piculs	1,706	5,422
Paris white (or plaster of paris) ... do	2,286	3,826
Pearls, real		100,955
Pearls, false		27,269
Peel, orange ... piculs	1,787	26,403
Pepper, black ... do	11,806	215,952

IMPORTS OF FOREIGN MERCHANDISE INTO THE PORT OF SHANGHAI FROM FOREIGN COUNTRIES AND HONGKONG DURING THE YEAR 1902—Cont'd.

DESCRIPTION OF GOODS.	IMPORTS.	
	Quantity.	Value.
SUNDRIES—Continued.		*Hk. taels.*
Pepper, white ... piculs	458	15,649
Perfumery	....	126,042
Personal effects	....	50,730
Photographic materials	....	105,761
Photographs	....	397
Pictures and engravings	....	17,160
Pitch ... piculs	1,204	3,548
Plants and shrubs	....	5,546
Ponies ... No.	139	24,404
Postage stamps	....	14,156
Potash, chlorate of ... piculs	1,638	20,936
Pottery and earthenware ... do	278	2,236
Prawns and shrimps, dried ... do	9,811	190,259
Preserves ... do	226	2,134
Printing and lithographic materials	....	90,039
Provisions (for Chinese use)	1,467	8,350
Pumps ... pieces	373	28,141
Putchuck ... piculs	1,539	23,378
Quartz (or corundum sand) ... do	2,616	11,277
Railway plant and materials	....	43,333
Raisins ... piculs	2,449	31,107
Rattan skin ... do	218	3,466
Rattans, whole ... do	25,618	149,961
Rattans, split ... do	733	5,189
Recreation requisites	....	39,038
Religious objects	....	2,890
Rice ... piculs	56,561	207,632
Rice, curry ... do	1,418	6,182
Rope, coir ... do	301	3,259
Rope, cotton ... do	142	5,116
Rope, hemp ... do	2,464	46,801
Rope, manila ... do	790	17,376
Rugs and druggets	....	12,209
Safes ... pieces	1,362	45,185
Safflower ... piculs	167	2,234
Saltpeter ... do	8,380	65,993
Samshu ... do	217	1,122
Sand, red ... do	412	438
Sandalwood ... do	57,827	610,267
Sapanwood ... do	10,109	23,863
Scales ... pieces	2,895	11,772
Sea shells ... piculs	2,731	7,302
Sea-horse teeth ... do	9	1,046
Seaweed, first quality ... do	325,437	844,854
Seaweed, red ... do	1,008	4,745
Seaweed, black ... do	71	1,430
Seed—		
Apricot ... do	40	915
Lucraban ... do	329	1,223
Pine ... do	314	1,289
Shark's fins—		
Black ... do	901	34,945
White ... do	3,972	243,530
Prepared ... do	216	35,864
Shellac ... do	95	5,433
Shoes and boots, leather and rubber ... pairs	39,280	72,436
Silk—		
Raw, yellow ... piculs	2	504
Raw, wild ... do	22	4,272
Cocoons ... do	2	222
Refuse or waste ... do	498	5,034
Cocoons, refuse ... do	3	224
Noil yarn, European ... do	668	31,819
Noil yarn, Japanese ... do	130	5,831
Piece goods ... do	26	14,849
Ribbons	....	17,084
And cotton ribbons	....	195,911
Silverware	....	15,787
Singles ... dozen	14,372	48,435
Skin (fur) clothing, fox and squirrel ... pieces	72	505
Skins (furs)—		
Fax, large and small ... do	880	1,158
Sheep ... do	11,999	6,236
Badger ... do	1,932	730
Lynx ... do	499	1,086
Marten ... do	1,149	4,381
Rabbit ... do	48,082	24,799
Raccoon ... do	11,595	4,160
Seal ... do	753	1,609
Squirrel ... do	3,595	1,059
Sundry ... do	1,231	1,048
Snuff ... piculs	4	1,117
Soap—		
Bar ... do	86,916	526,040
Soft ... do	458	3,748
Toilet ... do	27,030	402,250
Soapstone powder ... do	448	1,050
Soda ... do	30,428	101,633
Soy ... do	432	2,086
Spirits	....	212,015
Spirits of wine ... gallons	22,736	13,589
Stationery	....	433,987
SUNDRIES—Continued.		*Hk. taels.*
Sticklac ... piculs	44	711
Stores, engineers'	....	57,515
Stores, household	....	641,749
Stores, marine	....	55,048
Stoves and grates	....	44,474
Sugar—		
Brown ... piculs	643,172	2,659,985
White ... do	180,937	863,055
Refined ... do	769,767	3,858,285
Candy ... do	31,344	224,455
Cane ... do	70,737	70,739
Sulphur ... do	13,664	37,326
Sulphuric acid ... do	9,121	30,573
Tar ... gallons	8,453	2,707
Tassels, rice bead	....	1,330
Tea—		
Black ... piculs	36	1,534
Green ... do	43	1,000
Green, Japan (for local consumption) ... do	6	153
Japan (unfixed for reexportation) ... do	40	404
Ceylon ... do	61	2,315
Telegraphic materials	....	174,495
Telescopes, spyglasses, and optical goods	....	44,153
Thread, gold, imitation ... piculs	113	28,249
Thread, silver, imitation ... do	81	17,114
Thread, tinsel	....	6,822
Timber—		
Beams, hard-wood ... cub. feet	471,156	186,323
Beams, soft-wood ... sq. feet	4,275,305	131,809
Beams, teak ... cub. feet	179,903	184,705
Planks, hard-wood ... do	672,830	264,340
Planks, soft-wood ... sq. feet	27,903,379	833,834
Planks, teak ... cub. feet	72,257	75,044
Piles and poles ... pieces	4	4
Masts and spars ... do	20	2,840
Tinder ... piculs	1,162	8,809
Tin foil ... do	275	13,209
Tin plate ware ... do	2	86
Tobacco	....	40,482
Leaf ... piculs	1,560	30,774
Prepared ... do	161	2,553
Stalk ... do	158	321
Tobacconists' sundries	....	88,838
Toilet requisites	....	71,818
Tombstones and monuments	....	2,983
Tortoise shell ... piculs	23	18,087
Toys	....	52,182
Traveling requisites	....	10,461
Trays, tin ... gross	74	414
Turmeric ... piculs	18,907	82,011
Turpentine ... gallons	18,248	15,002
Twine ... piculs	613	12,748
Umbrella covers, frames and parts	....	694
Umbrellas—		
Silk ... pieces	6,814	14,910
Silk and cotton ... do	14,394	13,890
Cotton ... do	19,970	16,098
Cotton, Japanese ... do	984,378	254,239
Alpaca ... do	15,072	10,239
Varnish ... piculs	1,150	25,406
Varnish ... gallons	7,781	14,998
Vermicelli and macaroni ... piculs	1,247	12,517
Vermilion ... do	1,216	97,120
Watches ... pieces	91,200	275,658
Watchmakers' requisites	....	15,072
Water fittings	....	117,162
Waters, table	....	66,996
Wax, white, Japan ... piculs	109	1,786
Wine	....	455,416
Wine, Japanese (saké) ... piculs	941	7,530
Wood—		
Camagon ... do	43,764	95,593
Ebony ... do	3,111	12,138
Garoo ... do	27	7,971
Kranjee ... pieces	38	1,200
Laka ... piculs	6,630	23,215
Lignum-vitæ ... do	586	4,471
Mahogany boards	....	480
Puru ... piculs	16,801	27,773
Rose and red ... do	31,981	90,249
Scale stick ... pieces	90,436	13,743
Scented and fragrant ... piculs	389	10,319
Unclassed ... do	652	1,229
Shavings (for hat making) ... do	1,051	22,012
Woodware ... do	45	769 2,609
Wool, sheep's ... do	14	127
Worm tablets, in bottles ... dozen	22,880	18,238
Sundries, unenumerated	....	49,670
Total ... haikwan taels	....	182,179,795

TOTAL VALUE OF EXPORTS OF FOREIGN MERCHANDISE FROM CHINA TO FOREIGN COUNTRIES, 1892-1902.

[From official Chinese reports.]

COUNTRIES.	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902
	Hk. taels.	*Hk. taels.*	*Hk. taels.*	*Hk. taels.*	*Hk. taels.*	*Hk. taels.*	*Hk. taels.*	*Hk. taels.*	*Hk. taels.*	*Hk. taels.*	*Hk. taels.*
United States	31,822	12,571	16,892	1,345,639	4,444,741	3,241,101	3,015,388	3,161,272	3,251,279	2,959,620	3,618,579
United Kingdom	124,684	164,886	106,735	229,960	314,454	181,159	199,816	91,512	372,132	300,464	238,426
India	338	3,535	8,431	12,016	2,050	9,592	17,527	10,515	143,999	52,630	33,436
Singapore and Straits	32,683	5,832	12,195	103,012	84,546	153,123	182,047	106,841	227,909	184,248	229,856
Australia, New Zealand, etc	4,115		180	2,084	154	721	706	3,472	8,302	3,515	558
South Africa								465			
British America	60	248	400	2,338	8,156	2,463	2,247	5,964	382	1,046	9,386
Continent of Europe (except Russia)	21,885	24,096	106,085	285,007	62,485	50,330	31,373	74,660	217,387	120,713	214,538
Russia:											
Odessa by sea				3	4,765	4,182	1,636	127	20,276	40,300	1,504
Siberia							13,554	65,452		110,099	54,460
Manchuria	540,476	533,356	960,656	1,255,248	1,136,234	1,451,432	1,382,306	1,524,446	2,009,104	411,419	271,142
Korea				803,274	938,383	1,529,240	1,605,458	1,406,110	1,142,400	1,808,408	2,120,465
Japan, including Formosa	506,478	465,490	1,371,347	3,356,842	964,771	1,301,912	1,213,359	808,061	1,366,133	980,606	676,597
Macao						10					
Philippine Islands	13,565	7,937	4,446	4,035	6,581	3,640	10,109	3,862	4,115	5,471	12,915
Cochin China, Tonkin, and Anam	1,803	1,638	8,499	2,629	16,304	19,520	35,059	35,744	62,669	38,663	34,281
Siam	109	743	709	6,636	11,491	914	3,079	8,468	5,765	52,230	9,964
Java	701	666	401	63,540	166,031	219,739	164,731	301,672	259,807	214,155	251,426
Turkey in Asia, Persia, Egypt, and Aden	122	9	145	2,920	5,583	3,617	120	5,655	22,304	6,656	14,563
To foreign countries direct	1,278,841	1,221,007	2,597,121	7,475,183	8,166,729	8,172,695	7,878,715	7,614,298	9,113,963	7,290,243	7,792,096
To Hongkong	1,042,633	743,060	946,159	775,062	866,696	1,233,674	1,287,298	1,393,311	1,945,088	1,546,574	2,390,310
Total	2,321,474	1,964,067	3,543,280	8,250,245	9,033,425	9,406,369	9,166,013	9,007,609	11,059,051	8,836,817	10,182,406

EXPORTS OF TEA FROM CHINA TO FOREIGN COUNTRIES FOR 1902.

[From official Chinese reports.]

DESTINATION.	Black.	Green.	Dust.	Brick.	Tablet.	Total.
	Piculs.	*Piculs.*	*Piculs.*	*Piculs.*	*Piculs.*	*Piculs.*
United States	168,501	126,196				294,697
United Kingdom	84,609	31,618	90			116,317
Hongkong	75,153	1,831	434	7		77,425
India	877	10,107				10,984
Singapore and Straits	3,168	400				3,568
Australia	713					713
New Zealand						
South Africa, including Mauritius	7,623					7,623
British America	4,491	6,776				11,267
Continent of Europe (except Russia)	47,836	6,456	12	8	4	54,316
Russia, via Odessa and Batoum	142,322	64,377				206,699
Russia and Siberia, via Kiakhta[a]	66,464			331,258	5,926	403,648
Russia, Manchuria	38,075			233,253	1,218	272,546
Korea	49	3				52
Japan	2,290	1,877		5,454	8	9,629
Philippine Islands	177					177
Cochin China, Tonkin and Anam	7,061	1				7,062
Siam	2,955	27				2,982
Java	1,630	13				1,643
Turkey in Asia, Persia, Egypt, and Aden	1,157	569		57		1,783
Other places	1,247	493				1,740
Total direct	656,398	250,744	536	570,037	7,156	1,484,871
Hongkong, from Kowloon by junk	19,920	2,915	314			23,149
Macao, from Lappa by junk	10,970	98	123			11,191
Grand total	687,288	253,757	973	570,027	7,156	1,519,211
1888	1,542,299	209,378	3,233	412,642		2,167,552
1889	1,356,554	192,326	10,390	310,178	7,883	1,877,331
1890	1,151,092	199,504	7,359	297,168	10,273	1,665,396
1891	1,203,641	206,760	3,531	328,861	7,241	1,750,034
1892	1,101,229	188,440	855	323,112	9,045	1,622,681
1893	1,190,206	236,237	1,273	382,361	10,754	1,820,831
1894	1,217,215	233,465	3,173	395,506	12,953	1,862,312
1895	1,123,952	244,202	320	481,392	15,814	1,865,680
1896	912,417	216,999	292	566,899	16,234	1,712,841
1897	764,915	201,168	1,628	558,298	6,149	1,532,581
1898	847,133	185,306	619	498,425	7,117	1,538,600
1899	935,578	213,798	1,288	474,026	6,105	1,630,795
1900	863,374	200,425	575	316,923	3,027	1,384,324
1901	665,499	189,430	972	293,522	8,570	1,157,993
1902	687,288	253,757	973	570,037	7,156	1,519,211

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[a] Besides the leaf and brick teas forwarded via Tientsin and Kiakhta to Siberia and Russia, considerable quantities are sent from Hankow and vicinity up the Han River to Fancheng, where overland carriage is resorted to.

VESSELS ENTERED AND CLEARED AT CHINESE PORTS, 1896 TO 1902.

[From official Chinese reports.]

FLAG.	1896		1897		1898		1899		1900		1901		1902	
	No.	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
American	143	165,578	333	269,780	743	239,152	716	310,107	1,311	474,479	1,241	898,063	1,295	493,831
Austrian	24	59,372	32	68,484	16	44,936	18	41,950	44	77,542	71	111,583	30	53,157
Belgian	....	....	....	....	....	....	10	10,870	4	4,880	4	5,164	....	....
British	19,711	21,847,082	21,140	21,891,043	22,609	21,265,966	25,350	23,338,230	22,818	23,052,459	25,012	26,151,332	24,758	26,950,202
Korean	10	4,440	2	888	8	2,556	24	10,164	30	12,582	28	21,584	38	28,758
Danish	333	171,826	276	142,932	268	144,481	22	24,470	49	48,886	80	103,220	98	127,906
Dutch	38	53,238	20	16,440	18	16,492	4	5,490	20	32,158	77	93,852	70	78,693
French	427	434,415	464	423,122	577	420,078	822	613,191	978	664,987	1,208	733,041	1,511	833,759
German	2,090	1,945,019	1,858	1,658,094	1,831	1,685,098	2,078	1,854,246	3,527	4,032,147	6,641	7,542,829	6,046	7,220,146
Hawaiian	2	3,036	14	31,128	13	27,812	6	13,788	2	1,916	....	....	....	....
Italian	....	....	....	....	....	....	4	5,416	....	....	10	334	....	....
Japanese	546	565,992	653	660,707	2,262	1,569,134	3,712	2,839,741	4,917	3,871,559	6,115	5,518,376	6,898	7,350,515
Portuguese	....	....	12	466	141	5,845	661	45,521	612	47,988	600	45,950	388	32,296
Russian	66	113,656	70	145,660	118	178,768	484	361,501	449	292,278	787	407,989	1,107	603,510
Siamese	6	2,550	2	1,314	2	616	2	618	....	....	2	616	....	....
Spanish	....	....	....	....	2	1,050	14	4,062	12	538	12	390	2	5,946
Swedish and Norwegian	1,126	870,173	729	619,742	498	440,554	482	439,718	324	328,528	339	345,649	953	867,537
Nontreaty powers	4	3,188	6	2,582	8	3,470	....	....	4	98	2	1,872	2	2,664
Total foreign	24,526	26,239,565	25,611	25,932,382	29,114	26,046,008	34,409	29,919,083	35,101	32,943,025	42,229	41,931,844	43,196	44,648,920
Per cent of American	....	.63	....	1.04	....	.92	....	1.03	....	1.44	....	2.14	....	1.11
Chinese: Shipping[a]	9,917	6,989,208	12,706	7,543,529	17,879	7,936,355	22,548	8,944,819	26,420	7,544,496	14,694	6,089,654	18,102	8,931,652
Junks[b]	6,052	262,084	6,183	276,451	5,668	251,217	8,461	404,428	7,709	319,721	7,921	345,170	8,201	409,430
Grand total	40,495	33,490,857	44,500	33,752,362	52,661	34,233,580	65,418	39,268,330	69,230	40,807,242	64,844	48,416,668	69,499	53,990,002

[a] Vessels of foreign type owned by Chinese and sailing under the Chinese flag.
[b] Vessels built and owned by Chinese, but licensed to trade under the treaty tariff.

PROPORTION OF SAILING AND STEAM VESSELS IN THE FOREIGN TRADE OF CHINA, 1888 TO 1902.

YEARS.	STEAMERS ENTERED AND CLEARED.		SAILING VESSELS ENTERED AND CLEARED.		TOTAL ENTERED AND CLEARED.	
	Number.	Tons.	Number.	Tons.	Number.	Tons.
1888	23,249	21,311,651	4,912	996,208	28,161	22,307,859
1889	24,604	22,684,132	4,541	833,752	29,145	23,517,884
1890	25,838	23,928,557	5,295	947,902	31,133	24,876,459
1891	28,040	26,720,841	5,952	989,947	33,992	27,710,788
1892	28,974	28,410,156	8,953	1,030,419	37,927	29,440,575
1893	29,761	28,277,050	8,141	1,041,761	37,902	29,318,811
1894	30,027	28,506,074	8,036	1,115,927	38,063	29,622,001
1895	28,176	28,683,408	8,956	1,053,670	37,132	29,737,078
1896	31,452	32,358,375	9,043	1,132,482	40,495	33,490,857
1897	34,566	32,519,729	9,934	1,232,633	44,500	33,752,362
1898	43,164	32,896,014	9,497	1,337,566	52,661	34,233,580
1899	52,720	37,794,440	12,698	1,473,890	65,418	39,268,330
1900	57,576	39,555,768	11,654	1,251,474	69,230	40,807,242
1901	53,259	47,255,047	11,585	1,161,621	64,844	48,416,668
1902	58,086	52,806,393	11,413	1,183,609	69,499	53,990,002

CARRYING TRADE OF CHINA FROM AND TO FOREIGN COUNTRIES AND BETWEEN TREATY PORTS, WITH THE SHARE THEREIN OF EACH COUNTRY, FOR 1902.

[From official Chinese reports.]

FLAG.	TOTAL TONNAGE.		TOTAL VALUE.					Per cent of total foreign.
	Foreign and coastwise, inward and outward.		Foreign trade.		Coast trade.		Total value foreign and coast trade.	
	Entries and clearances at treaty ports.	Total tonnage of entries and clearances at treaty ports.	Imports.[a]	Exports.[b]	Outward.[c]	Inward.[d]		
	Number.	*Tons.*	*Haikwan taels.*	*Haikwan taels.*	*Haikwan taels.*	*Haikwan taels.*	*Haikwan taels.*	
American	1,295	493,831	5,274,633	4,032,292	1,289,576	1,916,347	12,512,848	1.32
British	24,758	26,950,202	179,419,798	94,770,348	166,308,119	191,400,578	631,898,843	66.80
German	6,046	7,220,146	36,114,441	25,459,797	27,236,527	30,475,764	119,286,529	12.61
French	1,511	833,759	10,325,505	22,642,022	133,692	57,354	33,158,573	3.50
Dutch	70	78,693	1,279,358	241,719	624	....	1,521,701	.16
Danish	98	127,906	621,970	788,208	558,851	463,724	2,432,753	.26
Spanish	2	5,946	209,519	....	....	....	209,519	.02
Swedish and Norwegian	953	867,537	5,582,622	3,251,119	4,770,030	5,603,110	19,006,881	2.03
Russian	1,107	603,510	690,693	12,057.774	3,310,252	277,329	16,336,048	1.73
Austrian	30	53,157	2,411,681	478,004	10,529	4,871	2,905,085	.31
Italian	....	....	....	....	28,827	....	28,827	....
Japanese	6,898	7,350,515	41,679,121	24,916,230	18,823,785	20,865,685	106,284,821	11.23
Portuguese	388	32,296	30,202	95,459	579	165	126,405	.01
Korean	38	28,758	105,391	80,665	....	3,390	189,446	.02
Nontreaty powers	2	2,664	....	....	....	....	....	....
Total foreign	43,196	44,648,920	283,744,934	188.813,637	222,471,391	251,068,317	946,098,279	100.00
Chinese	26,303	9,341,082	41,801,377	35,550,353	142,891,683	166,803,812	387,047,225	....
Grand total	69,499	53,990,002	325,546,311	224,363,990	365,363,074	417,872,129	1,333,145,504	....
AMERICAN.								
1890	155	82,946	539,379	514,817	189,203	251,765	1,495,164	0.37
1891	113	67,095	551,926	330,037	166,777	140.844	1,189,584	.27
1892	111	61.328	443,181	279,614	179,916	202,291	1,105,002	.24
1893	63	78,173	687,961	1,412,204	....	22,939	2,123,101	.46
1894	107	129,127	1,111,482	1,465,077	113,532	198,969	2,889,060	.52
1895	92	86,427	1,176,398	556,895	58,133	57,645	1,849,071	.31
1896	143	165,578	2,136,892	1,362,120	23,867	1,055	3,523,934	.62
1897	333	269,780	2,182,235	2,769,625	210,264	183,268	5,345,392	.85
1898	743	239,152	1,914,789	1,728,073	331,290	353,378	4,327,530	.65
1899	716	310,107	2,487,751	2,271,879	438,778	558,570	5,756,978	.86
1900	1,311	474,479	2,072,179	2,402,660	1,525,015	1,539,508	6,539,362	.98
1901	1,241	898,063	4,425,402	2,839,248	10,178,129	11,650,660	29,093,439	2.97
1902	1,295	493,871	5,274,633	4,032,292	1,289,576	1,916,347	12,512,848	1.32

[a] All goods arriving in vessels direct from foreign ports.
[b] All goods (domestic and foreign) departing in vessels cleared for foreign ports.
[c] All goods shipped at one treaty port for another.
[d] All goods arriving from other treaty ports.

TRADE OF THE UNITED STATES WITH CHINA.

TOTAL VALUES OF IMPORTS INTO AND EXPORTS FROM (GOLD AND SILVER INCLUDED TO 1879, INCLUSIVE) THE UNITED STATES TO CHINA AND HONGKONG FROM 1821 TO 1903.

CHINA.

YEARS ENDING—	IMPORTS.			EXPORTS.		
	Free.	Dutiable.	Total.	Domestic.	Foreign.	Total.
September 30—	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1821	48,110	3,063,841	3,111,951	388,535	3,902,025	4,290,560
1822	1,067	5,241,469	5,242,536	429,230	5,506,138	5,935,368
1823	151,100	6,360,325	6,511,425	288,375	4,347,686	4,636,061
1824	2,540	5,615,962	5,618,502	330,466	4,970,705	5,301,171
1825	585	7,532,530	7,533,115	160,059	5,410,456	5,570,515
1826	31,963	7,390,223	7,422,186	242,451	2,324,193	2,566,644
1827	17,150	3,600,033	3,617,183	290,862	3,573,543	3,864,405
1828	25,379	5,313,729	5,339,108	230,385	1,252,417	1,482,802
1829	4,155	4,676,692	4,680,847	260,759	1,094,103	1,354,862
1830	15,169	3,862,972	3,878,141	156,290	585,903	742,193
1831	24,485	3,058,720	3,083,205	244,790	1,046,045	1,290,835
1832	95,941	5,248,966	5,344,907	336,162	924,360	1,260,522
1833	5,153,685	2,387,885	7,541,570	537,774	895,985	1,433,759
1834	6,490,039	1,402.288	7,892,327	255,756	754,727	1,010,483
1835	4,784,838	1,202,349	5,987,187	335,868	1,532,712	1,868,580
1836	5,677,526	1,647,290	7,324,816	341,563	852,701	1,194,264
1837	6,350,866	2,614,471	8,965,337	318,973	311,618	630,591
1838	3,636,623	1,127,913	4,764,536	655,581	861,021	1,516,602
1839	2,596,109	1,082,400	3,678,509	430,464	1,103,137	1,533,601
1840	5,570,131	1,070,698	6,640,829	469,186	540,780	1,009,966
1841	3,450,583	534,805	3,985,388	715,322	485,494	1,200,816
1842	4,421,666	512,979	4,934,645	737,509	706,888	1,444,397
June 30—						
1843 (9 months)	3,806,571	578,995	4,385,566	1,755,393	663,565	2,418,958
1844	4,124,086	807,169	4,931,255	1,110,023	646,918	1,756,941
1845	5,782,295	1,503,619	7,285,914	2,079,341	196,654	2,275,995
1846	5,050,313	1,543,568	6,593,881	1,178,188	153,553	1,331,741
1847	4,302,403	1,280,940	5,583,343	1,708,655	124,229	1,832,884
1848	6,225,914	1,857,582	8,083,496	2,063,625	126,388	2,190,013

Total Values of Imports into and Exports from (Gold and Silver included to 1879, inclusive) the United States to China and Hongkong from 1821 to 1903—Continued.

CHINA—Continued.

YEARS ENDING—	IMPORTS.			EXPORTS.		
	Free.	Dutiable.	Total.	Domestic.	Foreign.	Total.
June 30—	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1849	4,077,257	1,436,528	5,513,785	1,460,945	122,279	1,583,224
1850	4,586,489	2,006,973	6,593,462	1,485,961	119,256	1,605,217
1851	4,638,170	2,426,974	7,065,144	2,155,945	329,342	2,485,287
1852	7,147,412	3,446,538	10,593,950	2,480,066	183,111	2,663,177
1853	8,180,165	2,393,545	10,573,710	3,212,574	524,418	3,736,992
1854	6,755,496	3,750,833	10,506,329	1,293,925	104,163	1,398,088
1855	6,881,494	4,167,232	11,048,726	1,533,057	186,372	1,719,429
1856	6,873,007	3,581,429	10,454,436	2,048,244	509,993	2,558,237
1857	5,628,895	2,728,037	8,356,932	2,019,900	2,375,230	4,395,130
1858	7,579,053	2,991,483	10,570,536	3,007,748	2,689,603	5,697,351
1859	7,963,028	2,828,353	10,791,381	4,233,016	2,894,183	7,127,199
1860	9,867,946	3,698,641	13,566,587	7,170,784	1,735,334	8,906,118
1861	7,993,716	3,358,003	11,351,719	5,809,724	1,107,703	6,917,427
1862	2,577,284	4,882,034	7,459,318	4,293,158	1,206,130	5,499,288
1863	709,729	10,251,335	10,961,064	5,030,818	1,110,980	6,141,798
1864	(a)	(a)	10,165,414	7,703,564	1,029,362	8,732,926
1865	202,164	4,928,479	5,130,643	6,502,898	602,537	7,105,435
1866	250,259	9,882,424	10,132,683	8,632,088	1,517,736	10,149,824
1867	457,732	11,654,708	12,112,440	8,788,145	979,471	9,767,616
1868	420,811	10,964,213	11,385,024	9,521,786	2,169,704	11,691,490
1869	700,976	12,508,145	13,209,121	10,258,178	2,117,554	12,375,732
1870	1,038,511	13,589,976	14,628,487	6,421,163	2,618,903	9,040,066
1871	2,776,716	17,289,599	20,066,315	3,920,216	1,722,263	5,642,479
1872	3,774,988	22,978,547	26,753,535	7,714,935	1,221,235	8,936,170
1873	21,338,453	5,014,838	26,353,291	1,913,732	1,168	1,914,900
1874	14,270,991	3,888,491	18,159,482	1,629,165	4,532	1,633,697
1875	9,705,677	3,774,763	13,480,440	1,465,934	90	1,466,024
1876	8,311,497	4,049,354	12,360,851	1,390,360		1,390,360
1877	7,392,828	3,748,619	11,141,447	3,178,594	2,173,290	5,351,884
1878	12,473,450	3,421,929	15,895,379	11,460,698	624,039	12,084,737
1879	12,616,717	3,949,262	16,565,979	4,482,957	179,000	4,661,957
1880	17,210,237	4,559,381	21,769,618	1,101,315	68	1,101,383
1881	18,417,442	3,900,287	22,317,729	5,447,281	399	5,447,680
1882	15,899,607	4,314,734	20,214,341	5,895,503	480	5,895,983
1883	13,456,964	6,684,367	20,141,331	4,079,522	800	4,080,322
1884	11,319,710	4,297,083	15,616,793	4,626,480	98	4,626,578
1885	12,050,768	4,241,401	16,292,169	6,396,178	322	6,396,500
1886	15,153,473	3,819,490	18,972,963	7,518,277	2,304	7,520,581
1887	14,252,181	4,824,599	19,076,780	6,246,626		6,246,626
1888	10,956,022	5,734,567	16,690,589	4,581,083	1,502	4,582,585
1889	11,583,611	5,444,801	17,028,412	2,790,621	507	2,791,128
1890	11,332,805	4,927,666	16,260,471	2,943,790	2,419	2,946,209
1891	14,577,887	4,743,963	19,321,850	8,700,308	700	8,701,008
1892	15,936,431	4,551,860	20,488,291	5,663,471	26	5,663,497
1893	15,469,945	5,166,590	20,636,535	3,900,457		3,900,457
1894	13,348,786	3,786,242	17,135,028	5,858,488	3,938	5,862,426
1895	16,958,428	3,587,401	20,545,829	3,602,741	1,099	3,603,840
1896	18,195,233	3,827,771	22,023,004	6,921,136	797	6,921,933
1897	17,288,264	3,115,598	20,403,862	11,916,888	7,545	11,924,433
1898	15,120,790	5,205,646	20,326,436	9,992,070	824	9,992,894
1899	8,230,760	10,388,508	18,619,268	14,437,422	56,018	14,493,440
1900	14,496,283	12,400,643	26,896,926	15,213,285	45,882	15,259,167
1901	7,764,244	10,539,462	18,303,706	10,287,312	118,522	10,405,834
1902	10,916,457	10,139,373	21,055,830	24,531,118	191,788	24,722,906
1903	13,300,107	13,348,739	26,648,846	18,780,580	117,583	18,898,163

HONGKONG.

YEARS ENDING—	Free.	Dutiable.	Total.	Domestic.	Foreign.	Total.
June 30—	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1873	281,144	557,505	838,649	5,422,961	2,372,658	7,795,619
1874	260,837	188,393	449,230	7,070,800	2,810,205	9,881,005
1875	797,055	405,761	1,202,816	7,296,070	1,408,023	8,704,093
1876	167,862	325,828	493,690	9,167,702	2,101,419	11,269,121
1877	428,165	743,024	1,171,189	13,979,740	1,036,947	15,016,687
1878	434,679	1,797,984	2,232,663	8,591,158	2,403,935	10,995,093
1879	473,800	1,179,550	1,653,350	5,861,615	2,849,989	8,711,604
1880	999,829	1,251,260	2,251,089	2,873,132	4,260	2,877,392
1881	635,234	1,764,594	2,399,828	2,914,668	2,186	2,916,854
1882	474,003	1,950,089	2,424,092	3,211,399	16,498	4,227,897
1883	302,347	1,616,547	1,918,894	3,766,231	11,528	3,777,759
1884	391,595	1,112,985	1,504,580	3,078,542	5,307	3,083,849
1885	375,902	607,913	983,815	4,134,592	14,719	4,149,811
1886	376,128	696,331	1,072,459	4,044,384	11,852	4,056,236
1887	581,050	855,431	1,436,481	2,980,055	3,987	2,984,042
1888	645,863	799,911	1,445,774	3,345,477	6,475	3,351,952
1889	513,108	967,158	1,480,266	3,675,594	10,790	3,686,384
1890	290,059	679,686	969,745	4,434,641	4,512	4,439,153
1891	270,615	292,660	563,275	4,743,498	25,199	4,768,697
1892	376,483	386,840	763,323	4,887,350	6,699	4,894,049
1893	372,696	505,382	878,078	4,214,576	2,026	4,216,602
1894	253,289	639,222	892,511	4,208,128	1,719	4,209,847
1895	353,546	422,930	776,476	4,244,895	8,145	4,253,040
1896	855,954	563,170	1,419,124	4,681,380	9,821	4,691,201
1897	617,537	306,305	923,842	6,052,180	7,859	6,060,039
1898	283,752	462,765	746,517	6,233,607	31,593	6,265,200
1899	1,359,907	1,119,367	2,479,274	7,637,041	95,484	7,732,525
1900	435,159	821,108	1,256,267	8,475,430	10,548	8,485,978
1901	467,426	948,986	1,416,412	7,945,245	64,153	8,009,398
1902	380,360	897,395	1,277,755	7,961,977	68,132	8,030,109
1903	433,743	926,162	1,359,905	8,711,092	61,361	8,772,453

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a Not separately stated.

IMPORTS OF MERCHANDISE INTO THE UNITED STATES FROM CHINA,

ARTICLES.	QUANTITIES.									
	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903
FREE OF DUTY.										
Animals: All other, including fowls										
Antimony ore and regulus or metal ... pounds		15,434		78,400	537,500	1,554,731	a 4,316,489	a 1,891,146	a 293,258	a 4,209,256
Articles specially imported										
Articles, the growth, etc., of the United States, returned										
Art works										
Beeswax ... pounds	1,241	1,574		1,550	410		1,994	1,457	707	400
Bones, horns, hoofs, etc., unmanufactured										
Books, music, maps, etc										
Breadstuffs, farinaceous food, etc										
Bristles, crude ... pounds		1,359	267							355
Cabinets of old coins, metals, etc										
CHEMICALS, DRUGS, AND DYES:										
Gums										
Indigo ... pounds			400	100			12	3,756		
Sulphur ... tons				80						7
All other										
Coal, anthracite ... tons	10									
Cocoa, crude, and leaves, etc., of ... pounds	32,000	29,000	22,400					150		
Coffee ... do	861,654	707,853	860,406	781,501	656,603	687,909	329,444	273,385	279,368	231,109
Cotton, raw ... do	61,588	103,986	55,075	64,383	66,321		3,150	178,522		
Eggs ... dozen										
Fans, common palm-leaf ... do	625,082	495,001				559,741	1,341,698	776,578	894,450	1,129,228
Feathers and downs for beds										
Fibers, vegetable ... tons	12	6	1	1	2	8	36	100	100	219
FISH, FRESH:										
Shrimps and other shellfish										
Other										
FRUITS AND NUTS:										
Dates ... pounds	258,177									
All other										
Nuts										
Fur skins, undressed, etc										
Hair, unmanufactured										
Hats, bonnets, etc., materials for										
HIDES AND SKINS:										
Goatskins ... pounds		4,289,505	3,132,598	2,091,144	4,070,737	4,324,668	5,014,173	3,351,987	7,619,062	8,452,837
All other ... do		778,485	1,289,372	4,045,266	962,385	195,400	1,519,704	634,692	521,278	729,904
Household and personal effects, etc										
India rubber, unmanufactured ... pounds					1,066		2,168		2,448	462
Matting for floors, etc ... rolls				555,444	20					
Oil cake ... pounds			1,000							
OILS:										
Vegetable, other										
Volatile or essential										
Paper stock, crude ... pounds										89,559
Plants, etc., and flowers										
Sausage skins										
Seeds, all other										
Shells, unmanufactured										
SILK, AND MANUFACTURES OF:										
Cocoons ... pounds	51,854	139,509	129,056			2,900	13,194		3,400	
Raw, or as reeled from the cocoon ... pounds	1,198,304	2,419,128	2,315,873	1,907,892	2,916,549	2,512,299	3,854,657	2,290,680	3,027,608	2,091,711
Waste ... do	157,828	212,833	227,535	318,191	470,045	394,671	697,393	164,517	189,406	58,572
SPICES:										
Nutmegs ... do	13,040	26,505	13,425	4,818	9,334	5,063	12,873	2,964	8,007	4,536
Pepper ... do	459,182	135,604	334,319	115,230	298,388	95,940	7,473	33,792	24,385	39,590
All other, unground ... do	1,342,839	2,084,341	3,533,899	4,025,757	2,601,982	2,359,485	3,830,177	2,067,933	2,406,888	3,285,634
SUGAR AND MOLASSES:										
Molasses ... gallons		547			37,175					
Cane and other ... pounds	1,493,875	130,760								
Tea ... do	50,405,188	54,700,393	50,916,111	56,524,546	39,754,736					10,527,884
Tin in bars, blocks, etc ... do		56,770	168,106		1,007			450		292
WOOD, UNMANUFACTURED:										
Cabinet woods										
All other										
WOOL, HAIR OF THE CAMEL, ALPACA, ETC.:										
Class one, clothing ... pounds				889,247	169,373					
Class two, combing ... do		42,875	9,608							
Class three, carpet ... do		24,095,936	24,537,180	21,449,747	2,684,449					
All other free articles										
Total free of duty										
SUBJECT TO DUTY.										
Animals: All other, including poultry, live										
Art works										
Bones and horns, manufactures of										
Books, maps, music, etc										
Breadstuffs: All other preparations of										
Bristles, sorted, bunched, or prepared ... pounds	74,168	74,050	151,711	108,335	264,336	388,932	515,368	233,210	389,819	794,340
Brushes										
Cement ... pounds			220,000	800,000			2,482,400	1,521,746		
CHEMICALS, DRUGS, AND DYES:										
Opium ... do	49,856	138,867	97,698	154,160	99,958	123,394	140,747	117,202	159,798	208,043
All other										
Coal, bituminous ... tons	2,500	40		1,645	2,264		350	655		
Cocoa, prepared, etc										
Copper, manufactures of										
COTTON, MANUFACTURES OF:										
Cloths ... square yards			408	158	116		150	95	10,140	8
Clothing and wearing apparel										
Knit goods										
All other										

a Regulus or metal not included.

SUMMARY OF TRADE OF CHINA WITH PRINCIPAL COUNTRIES OF THE WORLD.

Value of the Foreign Trade of China. [a]

[Compiled from official publications.]

CALENDAR YEARS.	Net imports.	Native exports.	Total imports and exports.	Excess of imports.	Import duties.	Export duties.
	Haikwan taels.	*Haikwan taels.*	*Haikwan taels.*	*Haikwan taels.*	*Haikwan taels.*	*Haikwan taels.*
1888	124,782,893	92,401,067	217,183,960	32,381,826	6,635,263	8,280,647
1889	110,884,355	96,947,832	207,832,187	13,936,523	5,868,263	8,214,808
1890	127,093,481	87,144,480	214,237,961	39,949,001	6,528,914	7,521,288
1891	134,003,863	100,947,849	234,951,712	33,056,014	7,159,813	8,200,504
1892	135,101,198	102,583,525	237,684,723	32,517,673	6,772,756	8,315,289
1893	151,362,819	116,632,311	267,995,130	34,730,508	6,202,087	8,463,060
1894	162,102,911	128,104,522	290,207,433	33,998,389	6,546,299	8,820,012
1895	171,696,715	143,293,211	314,989,926	28,403,504	6,039,582	9,025,557
1896	202,589,994	131,081,421	333,671,415	71,508,573	7,669,640	8,455,528
1897	202,828,625	163,501,358	366,329,983	39,327,367	7,575,219	8,427,011
1898	209,579,334	159,037,149	368,616,483	50,542,185	7,223,642	8,468,892
1899	264,748,456	195,784,832	460,533,288	68,963,624	8,437,471	10,235,968
1900	211,070,422	158,996,752	370,067,174	52,073,670	7,249,443	8,624,774
1901	268,302,918	169,656,757	437,959,675	98,646,161	8,556,700	9,122,270
1902	315,363,905	214,181,584	529,545,489	101,182,321	12,388,191	9,103,117

[a] Not including the goods carrie coastwise, nor comprising the whole extent of the foreign trade, inasmuch as vessels of Chinese type which are not within the control of the foreign customs ply etween foreign and Chinese ports, both treaty and nontreaty.

Trade of the United States with China.

YEARS ENDED JUNE 30—	IMPORTS.			Exports.	Excess of imports.
	Free.	Dutiable.	Total.		
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1889	11,583,611	5,444,801	17,028,412	2,791,128	14,237,284
1890	11,332,805	4,927,666	16,260,471	2,946,209	13,314,262
1891	14,577,887	4,743,963	19,321,850	8,701,008	10,620,842
1892	15,936,431	4,551,860	20,488,291	5,663,497	14,824,794
1893	15,469,945	5,166,590	20,636,535	3,900,[illegible]	16,736,078
1894	13,348,786	3,786,242	17,135,028	5,86[illegible]26	11,272,602
1895	16,958,428	3,587,401	20,545,829	3,603,[illegible]0	16,941,989
1896	18,195,233	3,827,771	22,023,004	6,921,933	15,101,071
1897	17,288,264	3,115,598	20,403,862	11,924,433	8,479,429
1898	15,120,790	5,205,646	20,326,436	9,992,894	10,333,542
1899	8,230,760	10,388,508	18,619,268	14,493,410	4,125,828
1900	14,496,283	12,400,643	26,826,926	15,259,167	11,637,759
1901	7,764,244	10,539,462	18,303,706	10,405,834	7,897,872
1902	10,916,457	10,139,373	21,055,830	24,722,906	[a] 3,667,076
1903	13,300,107	13,348,739	26,648,846	18,898,163	7,750,683

[a] Excess of exports.

Trade of the United Kingdom with China (exclusive of Hongkong and Macao).

CALENDAR YEARS.	Imports.	EXPORTS.			EXCESS OF—	
		Domestic.	Foreign.	Total.	Imports.	Exports.
	£	£	£	£	£	£
1888	6,457,673	6,203,590	135,713	6,339,303	118,370	
1889	6,115,591	5,038,895	149,971	5,188,866	926,725	
1890	4,830,850	6,608,982	154,239	6,763,221		1,932,371
1891	4,713,508	6,456,593	69,069	6,525,662		1,812,154
1892	3,583,248	5,776,055	60,542	5,836,597		2,253,349
1893	3,894,258	4,616,666	82,670	4,699,336		805,078
94	3,543,362	4,453,616	138,524	4,592,140		1,048,778
	3,343,865	5,257.832	105,704	5,363,536		2,019,671
	2,973,887	6,717,353	143,543	6,860,896		3,887,009
	2,684,722	5,142,342	37,425	5,179,767		2,495,045
	2,668,064	5,039,264	60,233	5,099,497		2,431,433
	3,069,452	7,040,460	96,246	7,136,706		4,067,254
	2,359,821	5,574,147	60,166	5,634,313		3,274,492
	2,116,119	6,773,599	53,947	6,827,546		4,711,427
	2,407,207	7,142,021	46,789	7,188,810		4,781,603

Trade of Belgium with China.

CALENDAR YEARS.	Imports.	Exports.	Excess of exports.
	Francs.	*Francs.*	*Francs.*
	2,994,000	7,757,000	4,763,000
	3,710,000	6,098,000	2,388,000
	3,296,000	8,507,000	5,211,000
	4,420,000	7,643,000	3,223,000
	4,499,000	7,330,000	2,831,000
	6,082,000	7,584,000	1,502,000
	6,952,000	8,569,000	1,617,000
	6,774,000	9,939,000	3,165,000
1896	6,700,000	11,257,000	4,557,000
1897	4,745,000	8,154,000	3,409,000
1898	10,005,000	11,419,000	1,414,000
1899	5,699,000	16,950,000	11,251,000
1900	9,241,000	17,230,000	7,986,000
1901	7,491,000	17,147,000	9,656,000
1902	11,418,000	22,958,000	11,540,000

TRADE OF FRANCE WITH CHINA.

CALENDAR YEARS.	Imports.	EXPORTS.			Excess of imports.	CALENDAR YEARS.	Imports.	EXPORTS.			Excess of imports.
		Domestic.	Foreign.	Total.				Domestic.	Foreign.	Total.	
	Francs.	*Francs.*	*Francs.*	*Francs.*	*Francs.*		*Francs.*	*Francs.*	*Francs.*	*Francs.*	*Francs.*
1888	122,776,989	3,750,572	15,078,460	18,829,032	103,947,957	1896	106,020,679	4,970,819	18,364,860	23,335,679	82,685,000
1889	167,058,065	4,310,402	14,045,683	18,356,085	148,701,980	1897	168,118,517	4,941,037	24,543,413	29,484,450	138,634,067
1890	130,798,377	4,125,229	8,275,155	12,400,384	118,397,993	1898	149,620,205	4,373,526	15,679,212	20,052,738	129,567,467
1891	135,859,134	2,530,108	7,814,832	10,344,940	125,514,194	1899	226,856,895	5,448,000	19,623,000	25,071,000	217,426,000
1892	157,377,141	3,168,507	4,075,979	7,244,486	150,132,655	1900	161,020,000	16,437,000	17,680,000	34,117,000	126,903,000
1893	156,243,220	2,432,499	3,264,101	5,696,600	150,546,620	1901	171,075,000	8,761,000	5,951,000	14,712,000	156,363,000
1894	120,984,089	2,821,682	17,149,881	19,971,563	101,012,526	1902	183,180,000	9,340,000	19,116,000	28,456,000	154,724,000
1895	158,492,673	3,097,332	12,182,644	15,279,976	143,212,697						

TRADE OF GERMANY WITH CHINA (INCLUDING HONGKONG AND MACAO).

YEARS ENDED MARCH 31—	Imports.	EXPORTS.			Excess of exports.	YEARS ENDED MARCH 31—	Imports.	EXPORTS.			Excess of exports.
		Domestic.	Foreign.	Total.				Domestic.	Foreign.	Total.	
	Marks.	*Marks.*	*Marks.*	*Marks.*	*Marks.*		*Marks.*	*Marks.*	*Marks.*	*Marks.*	*Marks.*
1888	2,327,000	16,087,000	120,000	16,207,000	13,880,000	1896	21,667,000	45,266,000	939,000	46,205,000	24,538,000
1889	9,483,000	24,239,000	730,000	24,969,000	13,486,000	1897	29,332,000	32,334,000	79,000	32,413,000	3,081,000
1890	8,806,090	29,863,000	265,000	30,128,000	21,322,000	1898	22,812,000	48,010,000	557,000	48,567,000	25,755,000
1891	13,389,000	32,914,000	366,000	33,280,000	19,891,000	1899	22,611,000	50,647,0[illegible]	341,000	50,988,000	28,377,000
1892	13,014,000	29,980,000	135,000	30,115,000	17,101,000	1900	22,684,000	43,676,000	1,153,000	44,829,000	22,145,000
1893	15,218,000	33,268,000	175,000	33,443,000	18,225,000	1901	22,689,000	37,823,000	543,000	38,366,000	15,677,000
1894	20,728,000	28,155,000	291,000	28,446,000	7,718,000	1902	29,036,000	37,854,000	214,000	38,068,000	9,032,000
1895	19,601,000	35,412,000	576,000	35,988,000	16,387,000						

TRADE OF ITALY WITH CHINA.

CALENDAR YEARS.	Imports.	Exports.	Excess of imports.	CALENDAR YEARS.	Imports.	Exports.	Excess of imports.
	Lire.	*Lire.*	*Lire.*		*Lire.*	*Lire.*	*Lire.*
1888	2,439,000	1,043,000	1,396,000	1896	14,145,000	867,000	13,278,000
1889	2,983,000	485,000	2,498,000	1897	18,697,000	1,085,000	17,612,000
1890	1,843,000	343,000	1,500,000	1898	51,269,000	1,269,000	50,000,000
1891	2,291,000	353,000	1,938,000	1899	68,754,000	1,506,000	67,248,000
1892	6,447,000	531,000	5,916,000	1900	49,661,000	4,344,000	45,317,000
1893	7,783,000	525,000	7,258,000	1901	73,630,000	3,518,000	70,112,000
1894	13,517,000	888,000	12,629,000	1902	89,719,000	4,478,000	85,241,000
1895	20,023,000	1,260,000	18,763,000				

TRADE OF JAPAN WITH CHINA.

CALENDAR YEARS.	Imports.	Exports.	Excess of imports.	CALENDAR YEARS.	Imports.	Exports.	Excess of imports.
	Yen.	*Yen.*	*Yen.*		*Yen.*	*Yen.*	*Yen.*
1888	[a] 10,360,000	[a] 11,427,000	....	1896	21,344,521	13,823,844	7,520,677
1889	9,200,000	5,443,000	3,[illegible],000	1897	29,265,845	21,325,065	7,940,780
1890	8,850,000	5,2[illegible],000	3,623,000	1898	30,523,861	29,193,175	1,330,686
1891	8,798,000	5,826,000	2,972,000	1899	28,687,731	40,257,034	[b] 11,569,303
1892	12,509,000	6,359,000	6,150,000	1900	29,960,740	31,871,576	[b] 1,910,836
1893	17,096,000	7,714,000	9,382,000	1901	27,256,986	42,925,579	[b] 15,668,593
1894	17,511,000	8,814,000	8,697,000	1902	40,590,858	46,838,545	[b] 6,247,687
1895	22,985,000	9,135,000	13,850,000				

[a] Including Hongkong. [b] Excess of exports.

TRADE OF BRITISH INDIA WITH CHINA.

YEARS ENDED MARCH 31—	Imports by sea.	Exports by sea.	Excess of exports.	YEARS ENDED MARCH 31—	Imports by sea.	Exports by sea.
	Rx.	*Rx.*	*Rx.*		*Rx.*	*Rx.*
1888	1,009,117	2,763,273	1,754,156	1896	1,159,095	5,709,4
1889	1,547,893	3,183,286	1,635,393	1897	764,760	5,439,8
1890	1,355,983	3,116,885	1,760,902	1898	399,159	4,531,67
1891	2,013,835	4,900,925	2,887,090	1899	541,013	4,775,028
1892	1,641,356	4,618,599	2,977,243	1900	494,593	6,128,539
1893	989,214	5,299,057	4,309,843	1901	945,662	3,830,619
1894	1,232,495	4,714,061	3,481,566	1902	701,821	7,729,321
1895	960,746	4,591,345	3,630,599	1903	692,358	6,566,141

TRADE OF THE STRAITS SETTLEMENTS WITH CHINA.

YEARS ENDED MARCH 31—	Imports.[a]	Exports.[a]	Excess of imports (+) and of exports (−).	YEARS ENDED MARCH 31—	Imports.[a]	Exports.[a]	Excess ports (of exp
	£	£	£		£	£	
1888	859,283	605,386	+253,897	1896	435,505	598,955	
1889	578,882	638,706	− 59,824	1897	530,381	360,679	
1890	748,914	671,671	+ 77,243	1898	525,454	403,673	
1891	669,243	565,167	+104,076	1899	431,693	618,038	
1892	676,504	567,274	+109,230	1900	398,854	620,869	
1893	610,233	582,837	+ 27,396	1901	399,763	408,292	
1894	495,848	559,633	− 63,785	1902	406,536	462,006	
1895	368,680	486,133	−117,453				

[a] Including bullion and specie.

SHOWING QUANTITIES AND VALUES, BY PRINCIPAL ARTICLES, 1894–1903.

VALUES.										ARTICLES.
1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	
										FREE OF DUTY.
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
512	827	885	64	208	590	793	776	656	1,397	Animals: All other, including fowls.
	888		1,467	7,843	17,776	a 42,601	a 24,043	a 6,010	a 83,747	Antimony ore and regulus or metal.
25	50	161	242	138	907	2,417	201	3,459	3,500	Articles specially imported.
8,218	787	6,337	1,598	11,043	10,065	23,074	31,751	19,184	22,638	Articles, the growth, etc., of the United States, returned.
	4	16	5			273				Art works.
409	407		236	134		403	279	192	70	Beeswax.
12	202	53	113			625	244	634	472	Bones, horns, hoofs, etc., unmanufactured.
764	1,414	1,623	1,975	1,638	1,669	2,185	2,533	4,438	3,047	Books, music, maps, etc.
16,851	21,546	16,346	13,853	11,263	12,980	21,386	26,903	25,800	17,968	Breadstuffs, farinaceous food, etc.
	270	58							151	Bristles, crude.
41,622	26,041	47,274	25,603	62	62					Cabinets of old coins, medals, etc.
										CHEMICALS, DRUGS, AND DYES:
11,577	17,016	13,930	11,399	11,425	2,678	1,720		15,476	2,922	Gums.
		16	4			5	275			Indigo.
			1,351						105	Sulphur.
81,366	49,031	57,685	88,396	87,824	74,988	101,790	93,846	117,730	105,159	All other.
40										Coal, anthracite.
4,018	3,753	1,822					50			Cocoa, crude, and leaves, etc., of.
156,579	126,828	159,971	133,556	92,634	90,661	47,004	40,516	39,563	31,681	Coffee.
3,428	7,761	4,807	7,371	5,619		218	14,123			Cotton, raw.
										Eggs.
28,125	21,632	46,771	23,707	36,354	27,311	57,618	38,410	46,865	69,303	Fans, common palm-leaf.
34,460	4,738			12,148						Feathers and downs for beds.
1,317	283	43	30	70	415	2,014	15,338	11,428	9,609	Fibers, vegetable.
										FISH, FRESH:
13,325	636					15,794		19,997	12,804	Shrimps and other shellfish.
	9,586	13,284	10,988	494	15,476		13,578			Other.
										FRUITS AND NUTS:
10,154										Dates.
4,283	3,834	6,193	3,790	2,128	84	228	152	45		All other.
				1					8	Nuts.
48	11,949	5,042	2,146	2,275	17,349	3,135	10,004	3,299	18,637	Fur skins, undressed, etc.
4,308	1,718	4,261	1,851	5,508	12,252	2,807	3,178	4,072	3,999	Hair, unmanufactured.
528,801	563,135	917,843	618,889							Hats, bonnets, etc., materials for.
										HIDES AND SKINS:
367,892	426,725	460,662	375,617	714,668	868,336	1,186,753	706,238	1,823,273	2,180,184	Goatskins.
22,919	54,432	119,368	448,792	113,345	24,588	207,981	89,944	77,687	134,556	All other.
19,617	24,648	12,460	11,637	22,374	10,283	10,333	10,735	34,301	18,171	Household and personal effects, etc.
				409		828		876	183	India rubber, unmanufactured.
807,635	551,385	668,813	1,453,896	57						Mattings for floors, etc.
		7								Oil cake.
										OILS:
113,602	96,335	84,072	100,331	95,652	99,095	135,608	111,751	112,805	97,724	Vegetable, other.
886	5,137	1,700	136	4,277	19,466	1,591	367	3,277	6,683	Volatile or essential.
155	72	91							427	Paper stock, crude, rags, etc.
	1,370	5,215	8,692							Plants, etc., and flowers.
		4,135	15,754	13,185	11,428	5,442	3,511			Sausage skins.
6,687	2,528	68	670	333	382	1,357	153	874	1,269	Seeds, all other.
3	6		863	200	76	103				Shells, unmanufactured.
										SILK, AND MANUFACTURES OF:
25,928	54,255	44,758			483	6,627		975		Cocoons.
3,087,749	5,511,960	6,622,692	4,642,457	7,506,409	6,497,983	12,171,309	6,303,523	8,308,383	8,893,598	Raw, or as reeled from the cocoon.
75,935	95,386	56,034	69,000	106,144	141,119	188,774	62,543	76,494	39,281	Waste.
										SPICES:
3,807	5,484	3,576	1,323	2,519	1,331	3,478	596	2,081	475	Nutmegs.
24,102	5,194	15,254	6,348	19,564	7,456	746	5,905	3,020	5,342	Pepper.
67,001	73,873	145,575	190,229	164,657	146,806	184,533	116,927	128,117	187,450	All other, unground.
										SUGAR AND MOLASSES:
	34			1,606						Molasses.
48,834	3,771									Cane and other.
7,697,253	7,534,354	6,966,766	7,288,573	5,821,537					1,280,507	Tea.
	7,206	21,945		136			124		82	Tin in bars, blocks, etc.
										WOOD, UNMANUFACTURED:
		1				32	7,357		25	Cabinet woods.
23,048	10,442	9,127	18,982	13,890	94,680	48,830	17,449	13,670	51,530	All other.
										WOOL, HAIR OF THE CAMEL, ALPACA, ETC.:
			67,112	12,288						Class one, clothing.
	4,916	562								Class two, combing.
	1,569,575	1,600,280	1,553,947	195,515						Class three, carpet.
5,491	44,994	47,651	85,271	23,216	21,985	15,868	10,921	11,776	15,403	All other free articles.
13,348,786	16,958,428	18,195,233	17,288,264	15,120,790	8,230,760	14,496,283	7,764,244	10,916,457	13,300,107	Total free of duty.
										SUBJECT TO DUTY.
697	332	812	342	276	540	520	166	309	249	Animals: All other, including poultry, live.
125				671	95	372	18	116	360	Art works.
4,288	1,692	1,666	2,332	3,050	3,837	5,000	3,958	4,368	4,834	Bones and horns, manufactures of.
1,837	1,196	1,641	2,606	3,494	4,015	4,914	5,784	13,538	4,374	Books, maps, music, etc.
6,678	6,940	8,155	7,414	11,601	13,620	13,433	17,454	19,984	12,142	Breadstuffs: All other preparations of.
27,061	28,633	62,469	53,366	122,244	170,333	232,377	126,840	209,899	403,116	Bristles, sorted, bunched, or prepared.
2,210	2,463	1,471	1,909	1,768	1,453	1,980	1,902	1,694	1,636	Brushes.
		1,054	3,859			11,288	6,351			Cement.
										CHEMICALS, DRUGS, AND DYES:
309,823	915,307	729,196	1,122,886	650,644	823,863	1,057,596	970,303	1,135,866	1,297,803	Opium.
18,672	16,038	13,728	13,405	25,256	20,280	23,550	36,673	29,151	58,872	All other.
6,105	149		4,715	4,867		2,100	1,945			Coal, bituminous.
										Cocoa, prepared, etc.
99	135	6				167				Copper, manufactures of.
										COTTON, MANUFACTURES OF:
		47	7	3		16	54	1,078	10	Cloths.
24,371	29,580	31,240	23,758	24,976	27,064	19,213	12,653	11,372	9,685	Clothing and wearing apparel.
2	1					4			14	Knit goods.
6,489	4.434	6,050	3,903	4,431	5,148	5,836	5,785	8,511	4,916	All other.

IMPORTS OF MERCHANDISE INTO THE UNITED STATES FROM CHINA,

ARTICLES.	QUANTITIES.									
	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903
SUBJECT TO DUTY—Continued.										
EARTHEN, STONE, AND CHINA WARE:										
Not decorated or ornamented										
Decorated or ornamented										
All other										
Eggs ... dozen	101,504	98,251	102,687	105,685	106,554	78,718	76,730	12,805	70,918	96,667
Fans, except palm-leaf										
Feathers, etc., for millinery ornaments										
Feathers and flowers, fruits, grains, etc., artificial										
FIBERS, VEGETABLE, MANUFACTURES OF:										
Bags and bagging										
Cables and cordage ... pounds	27,214		500				475			
All other										
Fish										
FRUITS:										
Dates ... pounds		437,279	377,145	119,123	442,355	311,341	232,525	76,703	272,082	431,293
Oranges ... do								27,635		
Preserved fruits										
All other										
Nuts—Almonds ... pounds	15,700	8,290	8,553	9,955	12,167	6,661	12,592	8,893	12,375	8,936
All other										
Furs, and manufactures of										
Ginger, preserved and pickled ... pounds							272,638	82,915	317,711	215,152
Glass and glassware										
Glue ... pounds			3,220		801	20	710		1,334	136
Gunpowder and other explosives: Firecrackers ... pounds							4,279,431	4,805,050	3,664,710	3,999,926
Hair, manufactures of										
Hats, bonnets, etc., materials for										
Hides of cattle ... pounds					2,999,194	3,428,355	5,381,964	4,358,338	3,450,025	2,456,915
Iron and steel, manufactures of										
Ivory, manufactures of										
Jewelry, and manufactures of gold and silver										
LEATHER:										
Upper, dressed, etc										
Other										
Manufactures of										
Matting and mats, etc ... square yards					6,808,149	6,775,059	15,249,440	15,834,583	10,977,069	13,639,570
Metals, etc., manufactures of										
Oils										
Paints, pigments, and colors										
Paper, and manufactures of										
Perfumeries, cosmetics, etc										
Pipes, and smokers' articles										
PROVISIONS:										
Meat and meat extracts										
All other meat products										
Rice ... pounds	32,981,956	39,839,086	26,046,736	29,585,141	31,839,429	34,136,156	24,354,306	22,721,051	23,315,991	22,849,154
Rice flour, rice meal, etc ... do	745,410	634,180	1,172,927	167,994	259,445	348,685	250,407	285,143	141,786	94,455
SEED:										
Linseed ... bushels			19,896							
All other										
SILK, MANUFACTURES:										
Clothing, etc										
Dress and piece goods										
Laces and embroideries										
All other										
Spices, ground, etc ... pounds	12,404	922	772	5,547	4,998	13,661	9,445	60		168
Spirits, distilled ... proof gallons	65,473	52,807	104,687	137,875	41,324	87,002	86,756	74,698	88,606	83,544
Starch ... pounds	501,302	870,460	921,336	1,026,845	970,777	1,147,399	549,361	80,888	10,347	5,101
Straw, manufactures of										
SUGAR AND MOLASSES:										
Molasses ... gallons		2,025	18,000			21,096	43,160			2,270
Beet sugar ... pounds		346	101		132					
Cane and other ... do		2,737,087	789,681	322,284	366,841	369,623	432,768	344,747	287,353	275,567
Sugar, above No. 16 Dutch standard ... pounds	19,695,200	20,828,730	31,038,077	11,115,476	6,794,691	10,388,541	4,173,975	7,569,703	2,109,754	476,718
Tea ... do					57,369	39,595,665	42,283,189	46,295,834	35,989,945	44,536,412
Tin in bars ... do	128,006	32,953								
Umbrellas, parasols, etc										
VEGETABLES:										
Pease and beans ... bushels	8,812	5,142	7,823	5,887	7,870	8,728	10,793	10,141	11,593	11,040
Potatoes ... do	1,187	1,150	1,092	1,183	870	704	668	39	138	710
Pickles and sauces										
All other										
Vinegar ... standard gallons	648	3,081	3,362	2,892	1,421	4,777	3,057	3,357	3,812	3,447
Wax, bees ... pounds					410					
WOOD, MANUFACTURES:										
Cabinet ware, etc										
All other										
WOOL:										
Unmanufactured—										
Class 1, clothing ... pounds								420	41,053	
Class 2, combing ... do					917	60				
Class 3, carpet ... do	10,186,264	1,950,607			16,838,567	14,264,551	30,709,966	8,100,067	18,579,442	24,626,048
Manufactures—										
Carpets, etc ... square yards	796	1,081	580	877	416	1,279	1,961	2,675	2,181	1,198
Clothing, ready-made, etc										
All other										
All other dutiable articles										
Total dutiable										
Total imports										

Showing Quantities and Values, by Principal Articles, 1894–1903—Continued.

VALUES.										ARTICLES.
1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	
										SUBJECT TO DUTY—Continued.
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	EARTHEN, STONE, AND CHINA WARE:
33	71	7	5	23	7	225	81	1	407	Not decorated or ornamented.
21,308	13,661	20,894	21,838	22,574	40,895	61,506	42,419	52,349	48,471	Decorated or ornamented.
13	10	21	2,318	1,669	5,931	942	300	569	80	All other.
3,653	3,009	3,328	3,490	3,919	3,349	3,299	676	3,085	3,533	Eggs.
		3,649	3,316	3,409	3,379	7,801	6,282	6,117	7,792	Fans, except palm-leaf.
272		355	1,515	1,096	29,431	33,896	7,817	22,425	26,805	Feathers, etc., for millinery ornaments.
1,809	723	1,473	1,357	27,355	1,295	1,298	1,439	1,118	1,086	Feathers and flowers, fruits, grains, etc., artificial.
										FIBERS, VEGETABLE, MANUFACTURES OF:
11,077				10,717						Bags and bagging.
1,141		30				39				Cables and cordage.
4,266	12,011	3,388	5,400	3,453	4,224	10,955	15,058	21,623	25,978	All other.
24,205	20,783	25,377	21,727	27,371	34,442	30,311	32,606	44,461	24,170	Fish.
										FRUITS:
	6,533	5,202	1,649	8,344	4,783	4,493	1,460	4,974	9,115	Dates.
884	1,237	1,155	780	1,022	756		232			Oranges.
16,408	9,620	12,217	9,546	14,540	25,636	24,096	17,944	17,779	13,544	Preserved fruits.
	901	4,339	2,887	1,022	3,023	821	228	6	4	All other.
886	336	353	419	533	318	625	473	548	395	Nuts—Almonds.
2,431	1,598	1,788	2,771	1,947	2,139	1,804	3,594	6,631	5,778	All other.
410,269	274,529	514,146	111,332	204,678	313,628	259,376	41,582	291,685	318,457	Furs, and manufactures of.
9,618	12,165	18,545	4,989	10,123	1,097	12,771	4,861	15,568	9,909	Ginger, preserved and pickled.
868	3,390	1,515	1,489	4,545	1,981	2,026	1,513	2,414	2,422	Glass and glassware.
		242		67	3	52		141	23	Glue.
256,756	372,441	403,397	491,951	141,132	151,179	167,476	234,765	181,930	217,257	Gunpowder and other explosives: Firecrackers.
56	50	539	104	98	156	39	106	522	153	Hair, manufactures of.
				632,065	547,414	452,050	553,012	493,354	664,839	Hats, bonnets, etc., materials for.
				382,775	445,876	742,389	657,269	484,977	354,971	Hides of cattle.
643	427	4,285	619	754	957	1,257	2,183	3,145	5,911	Iron and steel, manufactures of.
1,146	96	30	425	514	1,126	408	483	218	943	Ivory, manufactures of.
847	930	2,107	2,186	845	898	18,303	1,993	2,176	2,137	Jewelry, and manufactures of gold and silver.
										LEATHER:
39,827	22,766	12,148	8,254	5,853	4,058	91,656	7,028	65,511	9,284	Upper, dressed, etc.
14,525	18,497	29,705	4,505	1,563	1,270					Other.
965	265	734	387	804	1,219	12,167	14,400	17,499	15,057	Manufactures of.
				350,322	368,513	864,752	985,759	631,852	738,726	Matting and mats, etc.
6,929	3,040	4,732	6,038	11,257	8,769	14,656	12,900	18,897	21,407	Metals, etc., manufactures of.
4	141	1,457	47	200	576	3,109	15,932	64,462	242,303	Oils.
245	429	357	331	411	340	358	134	509	320	Paints, pigments, and colors.
24,050	20,326	22,909	19,170	22,174	25,083	23,901	23,351	30,214	19,645	Paper, and manufactures of.
330	5	40				3	2			Perfumeries, cosmetics, etc.
838	193	218	353	483	348	615	606	927	1,148	Pipes and smokers' articles.
										PROVISIONS:
23,131	22,895	31,814	21,880	20,068	41,312	39,173	28,276	36,120	32,544	Meat and meat extracts.
267	13	511	143	354	198	121	47	33	1,599	All other meat products.
442,421	503,755	353,962	416,659	557,163	665,576	485,347	484,205	445,744	471,528	Rice.
8,545	6,985	13,743	2,528	3,463	4,845	4,462	4,835	2,030	1,330	Rice flour, rice meal, etc.
										SEED:
		15,813								Linseed.
4,928	660	299	848	677	702	1,217	1,345	1,691	1,434	All other.
										SILK, MANUFACTURES:
83,603	71,250	97,256	68,138	63,682	31,027	77,256	59,467	71,844	73,588	Clothing, etc.
18,802	78,554	52,714	39,468	16,391	18,711	25,466	28,845	56,571	100,532	Dress and piece goods.
29,516	14,352	28,425	30,213	15,175	21,807	23,888	28,928	35,149	40,325	Laces and embroideries.
96,565	76,605	90,960	31,074	40,658	23,904	28,354	32,993	35,722	27,425	All other.
654	59	58	388	287	574	392	2		7	Spices, ground, etc.
16,488	19,155	24,611	30,041	11,243	26,733	26,469	24,262	26,825	25,258	Spirits, distilled.
9,312	12,665	14,518	15,826	17,474	16,053	7,994	1,237	195	113	Starch.
5,814	12,583	5,982	16,848	135	2,167	4,731	3,937	3,837	5,092	Straw, manufactures of.
										SUGAR AND MOLASSES:
	113	1,106			3,454	11,184			372	Molasses.
	10	1		2						Beet sugar.
	80,126	17,357	6,822	5,753	6,365	7,626	6,244	4,920	3,773	Cane and other.
751,384	584,380	902,943	306,981	170,996	290,209	118,360	223,551	58,509	9,867	Sugar, above No. 16 Dutch standard.
				5,640	4,797,173	4,872,741	4,863,844	3,736,526	5,694,136	Tea.
19,361	4,890									Tin in bars.
216	246	544	748	260	161	29	205	266		Umbrellas, parasols, etc.
										VEGETABLES:
4,048	2,164	3,325	2,556	3,217	3,916	5,163	4,913	5,516	5,475	Pease and beans.
252	234	237	294	184	262	308	22	89	405	Potatoes.
24,722	24,645	28,331	22,685	22,230	29,799	30,199	36,815	31,535	20,995	Pickles and sauces.
21,157	25,552	25,953	21,899	24,033	35,140	41,460	37,183	42,548	33,904	All other.
64	218	350	294	140	419	272	356	364	314	Vinegar.
				134						Wax, bees.
										WOOD, MANUFACTURES:
1,243	2,041	902	3,360	3,493	5,908	7,129	8,553	1,876	1,818	Cabinet ware, etc.
83,570	61,404	113,799	56,662	66,681	64,345	88,618	108,736	112,328	119,999	All other.
										WOOL:
										Unmanufactured—
							73	2,383		Class 1, clothing.
				71	7					Class 2, combing.
818,157	124,923			1,356,929	1,084,535	2,157,473	630,453	1,439,320	2,047,557	Class 3, carpet.
										Manufactures—
2,736	2,072	863	967	1,375	2,513	4,750	4,121	5,303	2,726	Carpets, etc.
12,583	11,377	18,780	15,690	3,266	6,807	5,246	4,176	3,811	3,838	Clothing, ready-made, etc.
34	1,540	1,648	3,307	796	4		2,578	7,138	15	All other.
41,910	34,352	22,849	27,579	40,738	49,535	97,874	30,886	47,607	32,689	All other dutiable articles.
3,786,242	3,587,401	3,827,771	3,115,598	5,205,646	10,388,508	12,400,643	10,539,462	10,139,373	13,343,739	Total dutiable.
17,135,028	20,545,829	22,023,004	20,403,862	20,326,436	18,619,268	26,896,926	18,303,706	21,055,830	26,648,846	Total imports.

EXPORTS OF DOMESTIC MERCHANDISE FROM THE

ARTICLES.	QUANTITIES.									
	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903
AGRICULTURAL IMPLEMENTS:										
Mowers and reapers, and parts of										
Plows and cultivators, and parts of										
All other, and parts of										
Total										
Aluminum, and manufactures of										
ANIMALS (number):										
Cattle ....No.				9		1				
Horses							1	2,317	7	2
All other, and fowls										
Total										
Art works: Paintings and statuary										
Asbestos, crude and manufactured										
Babbitt metal										
BLACKING:										
Blacking										
Stove polish										
All other										
Bones, hoofs, horns, and horn tips, strips, and waste										
Books, maps, engravings, etchings, and other printed matter										
Brass, and manufactures of										
BREADSTUFFS:										
Bread and biscuit ....lbs.	33,650	45,900	55,600	64,960	123,697	150,690	209,200	204,763	70,511	66,205
Oats ....bush.	828	1,107	411	726	1,363	785	479	77,655	14,304	10,352
Wheat flour ....bbls.	23,717	36,244	13,879	18,270	19,609	28,526	102,436	63,953	99,624	92,388
Preparations of, for table food										
All other										
Total										
BRICKS:										
Building ....M.					8					
Fire										
Total										
Brooms and brushes										
Candles ....lbs.				800	12,000	63,900	13,542	14,173	62	58,625
CARRIAGES, CARS, OTHER VEHICLES, AND parts of:										
Cars, passenger and freight, and parts of—										
For steam railways										
Cycles, and parts of										
All other carriages, and parts of										
Total										
CHEMICALS, DRUGS, DYES, AND MEDICINES:										
Acids										
Dyes and dyestuffs										
Ginseng ....lbs.	23,788	27,151	3,768		11,900	4,921				
Medicines, patent or proprietary										
Roots, herbs, and barks, not elsewhere specified										
All other										
Total										
Cider ....galls.	866								215	73
CLOCKS AND WATCHES:										
Clocks, and parts of										
Watches, and parts of										
Total										
Coal, anthracite ....tons.	505	1,005		124						
Coffee and cocoa, ground or prepared, and chocolate										
Copper, manufactures of										
Cork, manufactures of										
COTTON, AND MANUFACTURES OF:										
Unmanufactured—										
Upland and other ....bales			8	250	10,910	4,262	10,639		5,902	2,435
Upland and other ....lbs.			4,032	139,178	5,650,856	2,030,236	5,607,308		3,055,136	1,306,640
Manufactures of—										
Cloths (yards)—										
Colored	1,281,417			20,672,851	17,379,328	15,685,923	8,979,486	24,581,007	47,526,088	19,876,120
Uncolored	50,458,349	34,672,249	73,261,149	119,448,184	98,113,469	205,357,719	173,044,195	59,278,395	287,801,676	257,795,380
Total	51,739,766	34,672,249	73,261,149	140,121,035	115,492,797	221,043,642	182,023,681	83,859,402	335,327,764	277,671,500
Other manufactures of—										
Wearing apparel										
All other										
Total										
Dental goods										

UNITED STATES TO CHINA, 1894–1903.

VALUES.										ARTICLES.
1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	AGRICULTURAL IMPLEMENTS:
.....	.....	.....	.....	3,551	173	3,616	6	283	215	Mowers and reapers, and parts of.
.....	.....	.....	.....	612	.....	347	22	19	1,113	Plows and cultivators, and parts of.
63	620	60	795	120	58	284	1,684	1,369	2,980	All other, and parts of.
63	620	60	795	4,293	231	4,247	1,712	1,671	4,308	Total.
.....	.....	.....	.....	53	.....	12	.....	815	238	Aluminum, and manufactures of.
										ANIMALS:
.....	.....	.....	1,150	.....	125	.....	.....	.....	.....	Cattle.
.....	.....	.....	.....	.....	.....	75	192,050	400	200	Horses.
.....	.....	.....	200	.....	125	300	89,275	.....	.....	All other, and fowls.
.....	.....	.....	1,350	.....	250	375	281,325	400	200	Total.
.....	.....	300	135	51	68	408	101	170	164	Art works: Paintings and statuary.
.....	.....	.....	347	.....	1,440	67	600	145	15	Asbestos, crude and manufactured.
.....	.....	148	.....	.....	2,700	.....	.....	62	3,568	Babbitt metal.
										BLACKING:
85	.....	635	163	.....	.....	.....	.....	.....	.....	Blacking.
.....	.....	.....	362	40	229	397	80	454	131	Stove polish.
.....	.....	.....	.....	28	715	187	335	2,269	1,135	All other.
.....	.....	.....	200	50	.....	.....	100	.....	.....	Bones, hoofs, horns, and horn tips, strips, and waste.
11,861	12,301	11,268	16,520	15,836	29,448	27,263	34,218	33,077	30,649	Books, maps, engravings, etchings, and other printed matter.
799	32	360	1,055	96	5,553	7,187	2,268	2,894	3,542	Brass, and manufactures of.
										BREADSTUFFS:
1,779	2,239	2,573	2,926	6,163	6,192	8,723	8,905	3,650	3,944	Bread and biscuit.
371	484	150	364	627	378	216	32,393	5,357	4,502	Oats.
77,342	103,605	45,815	72,100	89,305	105,200	298,458	191,327	291,252	289,637	Wheat flour.
.....	.....	.....	.....	1,206	3,268	3,245	13,541	11,618	21,548	Preparations of, for table food.
5,492	5,910	8,109	14,182	12,833	6,801	7,976	89,249	6,019	290	All other.
84,984	112,238	56,647	89,572	110,134	121,839	318,618	335,415	317,896	319,921	Total.
										BRICKS:
.....	.....	.....	.....	173	.....	.....	.....	.....	.....	Building.
.....	.....	.....	850	.....	.....	.....	.....	.....	.....	Fire.
.....	.....	.....	850	173	.....	.....	.....	.....	.....	Total.
379	278	374	427	74	1,003	681	545	1,961	1,006	Brooms and brushes.
.....	.....	.....	65	784	5,898	1,600	1,328	5	4,747	Candles.
										CARRIAGES, CARS, OTHER VEHICLES, AND parts of:
										Cars, passenger and freight, and parts of—
.....	.....	.....	.....	24,850	9,825	16,838	.....	7,000	20,780	For steam railways.
.....	.....	4,669	18,410	27,449	26,180	29,151	20,095	59,386	20,315	Cycles, and parts of.
1,484	24	141	1,663	4,248	967	3,605	1,979	10,269	11,870	All other carriages, and parts of.
1,484	24	4,810	20,073	56,547	36,972	49,594	22,074	76,655	52,965	Total.
										CHEMICALS, DRUGS, DYES, AND MEDICINES:
.....	.....	.....	.....	.....	759	.....	.....	6	229	Acids.
57	.....	.....	.....	29	.....	.....	.....	.....	.....	Dyes and dyestuffs.
80,775	91,149	9,525	.....	35,820	21,635	.....	.....	.....	.....	Ginseng.
2,979	2,188	13,399	13,545	10,494	11,773	10,700	10,919	15,919	21,069	Medicines, patent or proprietary.
4,300	23,000	.....	.....	10	.....	110	9	.....	.....	Roots, herbs, and barks, not elsewhere specified.
8,600	10,735	20,106	18,413	20,918	19,489	24,234	27,838	55,736	33,318	All other.
96,711	127,072	43,030	31,958	67,271	53,656	35,044	38,766	71,661	54,616	Total.
180	.....	.....	.....	.....	.....	.....	.....	102	35	Cider.
										CLOCKS AND WATCHES:
12,459	8,743	11,108	27,286	11,999	12,198	15,561	4,755	17,810	11,672	Clocks, and parts of.
1,160	186	1,950	3,956	6,505	4,501	9,170	4,712	4,453	16,558	Watches, and parts of.
13,619	8,929	13,058	31,242	18,504	16,699	24,731	9,467	22,263	28,230	Total.
2,015	3,690	.....	546	.....	.....	.....	.....	.....	.....	Coal, anthracite.
553	511	429	492	441	861	846	6,362	6,172	8,641	Coffee and cocoa, ground or prepared, and chocolate.
.....	.....	10	.....	.....	247	.....	4,630	861	172	Copper, manufactures of.
.....	.....	27	29	.....	.....	5	25	218	196	Cork, manufactures of.
										COTTON AND MANUFACTURES OF:
										Unmanufactured—
.....	.....	300	9,742	370,670	131,734	460,385	.....	290,669	122,780	Upland and other.
										Manufactures of—
										Cloths—
74,155	.....	.....	1,223,265	774,100	651,895	403,145	1,371,362	1,988,357	866,926	Colored.
2,772,065	1,703,023	3,851,146	6,214,938	4,421,745	9,171,358	8,379,989	3,181,172	14,394,311	12,822,934	Uncolored.
2,846,220	1,703,023	3,854,146	7,438,203	5,195,845	9,823,253	8,783,134	4,552,534	16,382,698	13,689,860	Total.
										Other manufactures of—
5,737	10,808	8,283	6,619	2,569	5,876	9,116	25,867	42,753	19,389	Wearing apparel.
2,264	9,563	180,895	16,156	5,013	15,436	12,528	42,597	68,797	10,164	All other.
8,001	20,371	189,178	22,775	7,582	21,312	21,644	68,464	111,550	29,553	Total.
.....	.....	.....	.....	35	219	.....	52	998	425	Dental goods.

EXPORTS OF DOMESTIC MERCHANDISE FROM THE

ARTICLES.	QUANTITIES.									
	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903
EARTHEN, STONE, AND CHINA WARE:										
Earthen and stone ware	....	....	....	....	....	....	....	....	....	....
China ware	....	....	....	....	....	....	....	....	....	....
Total	....	....	....	....	....	....	....	....	....	....
FIBERS, VEGETABLE, AND TEXTILE GRASSES, manufactures of:										
Bags	....	....	....	....	....	....	....	....	....	....
Cordage ... lbs.	....	....	....	....	22,070	....	....	1,284	....	2,473
Twine	....	....	....	....	....	....	....	....	....	....
All other	....	....	....	....	....	....	....	....	....	....
Total	....	....	....	....	22,070	....	....	1,284	....	2,473
FISH:										
Dried, smoked, or cured—										
Cod, haddock, hake, and pollock ... lbs.	14,510	14,370	15,150	16,930	1,850	1,650	3,100	51,665	36,177	30,808
Herring ... lbs.	80	200	100	....	....	....	....	1,000	25,440	8,950
Pickled—										
Mackerel ... bbls.	....	....	....	....	1	....	....	....	....	....
Salmon—										
Canned ... lbs.	4,305	16,385	10,665	11,450	14,425	39,620	40,960	149,295	117,043	166,522
Other, fresh or cured	....	....	....	....	....	....	....	....	....	....
Canned fish, other than salmon and shellfish	....	....	....	....	....	....	....	....	....	....
Shellfish—										
Oysters	....	....	....	....	....	....	....	....	....	....
All other	....	....	....	....	....	....	....	....	....	....
All other fish, and fish products	....	....	....	....	....	....	....	....	....	....
Total	....	....	....	....	....	....	....	....	....	....
FRUITS AND NUTS:										
Apples, dried ... lbs.	....	....	500	....	....	....	700	....	8,345	35,050
Apples, green or ripe ... bbls.	890	817	1,016	945	720	822	726	992	1,300	2,001
Prunes ... lbs.	....	....	....	....	2,550	1,000	3,500	15,540	15,202	58,183
Raisins ... lbs.	....	....	....	....	1,800	5,200	9,350	17,435	15,963	19,833
All other, green, ripe, or dried	....	....	....	....	....	....	....	....	....	....
Fruits, preserved—										
Canned	....	....	....	....	....	....	....	....	....	....
Other	....	....	....	....	....	....	....	....	....	....
Nuts	....	....	....	....	....	....	....	....	....	....
Total	....	....	....	....	....	....	....	....	....	....
Furniture of metal	....	....	....	....	....	....	....	....	....	....
Furs and fur skins	....	....	....	....	....	....	....	....	....	....
Ginger ale ... doz. qts.	....	....	....	....	120	....	....	....	....	....
GLASS AND GLASSWARE:										
Window glass	....	....	....	....	....	....	....	....	....	....
All other	....	....	....	....	....	....	....	....	....	....
Total	....	....	....	....	....	....	....	....	....	....
Grease, grease scraps, and all soap stock	....	....	....	....	....	....	....	....	....	....
Gunpowder and other explosives: Cartridges and other	....	....	....	....	....	....	....	....	....	....
Hair and manufactures of	....	....	....	....	....	....	....	....	....	....
Hay ... tous.	8	3	5	24	11	5	8	9,273	85	157
Honey	....	....	....	....	....	....	....	....	....	....
Hops ... lbs.	160	2,045	2,260	4,465	1,914	9,600	4,640	2,425	5,952	6,836
Household goods and personal effects	....	....	....	....	....	....	....	....	....	....
INDIA RUBBER AND GUTTA-PERCHA, MANUFACTURES OF:										
Boots and shoes ... pairs.	711	385	174	60	900	300	428	1,634	2,237	3,628
All other	....	....	....	....	....	....	....	....	....	....
Total	....	....	....	....	....	....	....	....	....	....
Ink: Printers' and other	....	....	....	....	....	....	....	....	....	....
Instruments and apparatus for scientific purposes, including telegraph, telephone, and other electric	....	....	....	....	....	....	....	....	....	....
IRON AND STEEL, AND MANUFACTURES OF:										
Pig iron—all other ... tons.	....	....	....	....	4,838	736	20	....	....	....
Scrap and old, fit only for remanufacture ... tons.	....	....	22	362	635	3,689	....	....	84	....
Bar iron ... lbs.	....	....	....	....	....	994,134	....	202,651	....	....
Bars or rods of steel, other than wire ... lbs.	....	....	....	....	447	10,814	2,586	51,248	50,785	....
Structural iron and steel ... tons.	....	....	....	....	500	1,513	258	....	32	74
Wire ... lbs.	....	....	4,669	....	4,750	14,217	172,714	1,151,896	1,786,779	869,671
Car wheels ... No.	....	....	....	....	48	200	212	36	....	400
Castings, not elsewhere specified	....	....	....	....	....	....	....	....	....	....
Cutlery	....	....	....	....	....	....	....	....	....	....
Firearms	....	....	....	....	....	....	....	....	....	....
Locks, hinges, and other builders' hardware	....	....	....	....	....	....	....	....	....	....
Machinery, machines, and parts of—										
Electrical	....	....	....	....	....	....	....	....	....	....
Metal working	....	....	....	....	....	....	....	....	....	....
Printing presses and parts of	....	....	....	....	....	....	....	....	....	....
Pumps and pumping machinery	....	....	....	....	....	....	....	....	....	....
Sewing machines and parts of	....	....	....	....	....	....	....	....	....	....
Steam engines and parts of—										
Locomotive ... No.	....	....	....	12	11	61	20	....	2	4
Stationary ... No.	....	....	1	2	1	9	15	....	6	11
Parts of, and boilers	....	....	....	....	....	....	....	....	....	....

UNITED STATES TO CHINA, 1894-1903—Continued.

VALUES.										ARTICLES.
1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	EARTHEN, STONE AND CHINA WARE:
211	292	142	353	576	162	1,714	1,563	1,854	1,850	Earthen and stone ware.
31	28	23	60	25	131	319	114	1,197	751	China ware.
242	320	165	413	601	293	2,033	1,677	3,051	2,601	Total.
										FIBERS, VEGETABLE, AND TEXTILE grasses, manufactures of:
184	....	....	....	730	....	47	75	166	250	Bags.
....	....	....	....	1,150	....	....	137	....	228	Cordage.
43	306	1,614	632	280	190	366	341	1,164	292	Twine.
385	2,072	566	919	103	1,875	72	496	458	785	All other.
612	2,423	2,180	1,551	2,263	2,065	485	1,049	1,788	1,555	Total.
										FISH:
										Dried, smoked, or cured—
950	842	816	897	91	82	149	2,716	2,210	1,958	Cod, haddock, hake, and pollock.
5	25	10	....	....	....	....	40	1,384	698	Herring.
										Pickled—
....	....	....	....	13	....	....	....	....	....	Mackerel.
										Salmon—
448	1,677	1,104	1,174	1,507	4,099	4,255	15,263	8,716	13,602	Canned.
....	9	9	....	263	....	....	400	25	9	Other, fresh or cured.
205	781	2,080	820	523	367	156	6,995	4,182	4,809	Canned fish, other than salmon and shellfish.
										Shellfish—
1,073	68	62	48	88	....	22	124	511	467	Oysters.
383	....	....	....	66	....	279	1,512	660	3,118	Other.
....	....	....	....	600	63	516	250	410	1,332	All other fish, and fish products.
3,064	3,402	4,081	2,939	3,151	4,611	5,377	27,300	18,098	25,989	Total
										FRUITS AND NUTS:
....	....	25	....	....	....	40	....	834	2,662	Apples, dried.
2,191	1,882	2,286	2,232	1,371	1,845	1,411	2,268	2,987	5,122	Apples, green or ripe.
....	....	....	....	105	45	172	811	735	3,496	Prunes.
....	....	....	....	92	219	463	971	1,060	1,621	Raisins.
105	1,099	3,385	32971	8,490	6,869	10,627	18,056	9,381	9,246	All other, green, ripe, or dried.
										Fruits, preserved—
9,636	10,693	8,288	11,431	21,595	14,440	29,264	57,827	36,599	30,914	Canned.
11	....	....	25	9	91	30	10	259	1,594	Other.
370	272	374	460	123	252	240	1,095	1,253	1,258	Nuts.
12,313	13,946	14,358	18,119	31,785	23,761	42,247	81,038	53,108	55,913	Total
....	....	....	....	557	62	950	464	404	3,190	Furniture of metal.
750	....	....	50	....	....	....	....	800	78	Furs and fur skins.
....	....	....	....	295	....	....	....	....	....	Ginger ale.
										GLASS AND GLASSWARE:
....	....	....	....	....	37	....	....	....	31	Window glass.
412	509	1,149	3,381	2,807	2,466	3,434	17,420	7,255	7,479	All other.
412	509	1,149	3,381	2,807	2,503	3,434	17,420	7,255	7,510	Total.
....	....	....	....	....	340	1,159	2,713	1,662	2,382	Grease, grease scraps, and all soap stock.
90	....	1,998	1,745	417	22,216	....	1,082	24	5,631	Gunpowder and other explosives: Cartridges and other.
....	....	....	650	96	29	....	42	....	....	Hair, and manufactures of.
112	51	50	257	175	104	85	114,243	1,777	2,674	Hay.
27	56	86	....	....	130	....	497	555	646	Honey.
35	263	208	460	315	1,400	415	357	706	1,163	Hops.
....	....	....	1,508	10,572	13,873	9,749	16,321	20,754	15,205	Household goods and personal effects.
										INDIA RUBBER AND GUTTA-PERCHA, manufactures of:
498	360	254	125	327	460	741	2,115	1,716	1,658	Boots and shoes.
4,685	4,177	1,515	4,600	2,923	2,763	8,357	7,271	16,956	12,915	All other.
5,183	4,537	1,769	4,725	3,250	3,223	9,098	9,386	18,672	14,573	Total.
....	199	98	383	329	1,360	566	624	2,146	3,987	Ink: Printers' and other.
2,898	6,190	4,904	5,813	31,199	34,135	54,875	56,462	37,324	47,079	Instruments and apparatus for scientific purposes, including telegraph, telephone, and other electric.
										IRON AND STEEL, AND MANUFACTURES OF:
....	....	....	....	52,368	8,025	495	....	....	....	Pig iron—all other.
....	....	150	5,471	7,995	52,181	....	....	1,555	....	Scrap and old, fit only for remanufacture.
....	....	....	....	....	20,453	....	6,524	....	....	Bar iron.
....	....	....	....	21	775	60	1,037	1,659	....	Bars or rods of steel, other than wire.
....	....	....	....	17,400	45,642	16,550	....	1,670	6,427	Structural iron and steel.
....	....	125	....	110	461	2,630	26,693	27,262	13,267	Wire.
....	....	....	....	300	1,250	2,550	300	....	3,590	Car wheels.
20	37	542	3,561	1,331	1,037	7,708	2,773	5,641	4,216	Castings, not elsewhere specified.
10	....	300	88	441	660	983	273	686	781	Cutlery.
11,626	693	1,787	23,341	1,662	3,972	7,177	1,140	2,355	3,704	Firearms.
4,217	9,100	10,331	21,899	11,940	23,800	34,684	52,094	47,771	45,843	Locks, hinges, and other builders hardware.
										Machinery, machines, and parts of—
....	....	....	....	1,868	17,548	6,345	381	2,894	21,061	Electrical.
....	....	....	....	19,488	893	4,770	1,495	2,618	1,605	Metal working.
....	100	936	....	232	470	2,397	1,030	6,618	21,309	Printing presses, and parts of.
....	....	....	....	5,265	24,557	17,520	8,840	9,182	13,415	Pumps and pumping machinery.
2,179	2,414	5,952	9,505	3,848	4,544	7,769	6,127	16,295	26,625	Sewing machines, and parts of.
										Steam engines, and parts of—
....	....	....	138,140	121,000	732,212	284,000	....	22,000	25,400	Locomotive.
....	....	650	1,897	790	8,411	16,920	....	1,792	7,144	Stationary.
1,600	174	....	....	12,402	71,784	5,375	59,529	9,843	11,633	Parts of, and boilers.

EXPORTS OF DOMESTIC MERCHANDISE FROM THE

ARTICLES.	QUANTITIES.									
	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903
IRON AND STEEL, AND MANUFACTURES OF—Continued.										
Machinery, machines, and parts of—Continued.										
Typewriting machines, and parts of										
All other										
Nails and spikes—										
Cut ....lbs..	180,000	433,500	684,400	439,400	911.400	560,000	809,300	93,000	394,800	636,200
Wire ....lbs..	200		100	9,632	1,951,700	2,276,410	5,239,903	2,914,053	3,796,837	4,606,253
All other, including tacks ....lbs..					34,543	101,620	6,500		200	800
Pipes and fittings										
Safes ....No..					60	87	84	104	106	84
Saws and tools										
Scales and balances										
Stoves, ranges, and parts of										
All other manufactures of iron and steel										
Total iron and steel										
Jewelry, and other manufactures of gold and silver										
Lamps, chandeliers, and all other devices for illuminating purposes										
LEAD, AND MANUFACTURES OF:										
Pigs, bars and old ....lbs..		90						130		
All other										
Total										
LEATHER, AND MANUFACTURES OF:										
Upper leather—Splits, buff, grain and all others										
Sole leather ....lbs..	4,310	14,972	41,691	49,385	19,992	39,117	95,185	109,486	40,445	64,421
All other leather										
Manufactures of—										
Boots and shoes ....pairs..	158	565	811	603	532	773	1,812	5,211	7,891	10,340
Harness and saddles										
All other										
Total leather, and manufactures of										
Lime and cement ....bbls..									3	
Malt ....bush..		34,395	49,735	75,694	1,184	3,642		1,154	889	450
Malt liquor: In bottles ....doz. qts..	924	1,807	2,412	15,371	29,260	82,599	37,187	108,414	86,776	51,550
MARBLE AND STONE, AND MANUFACTURES OF:										
Manufactures of—										
Roofing slate										
All other										
Total										
Matches										
MUSICAL INSTRUMENTS:										
Organs ....No..	20	17	44	45	34	45	40	37	60	81
Pianofortes ....No..	2		5	5	5	8	9	6	5	7
All other, and parts of										
Total										
NAVAL STORES:										
Rosin, tar, turpentine, and pitch—										
Rosin ....bbls..	1,850	1,370	1,175	2,325	1,902	2,359	1,589	1,379	2,361	2,939
Tar ....bbls..	87	597	109	409	37	121	40		122	
Turpentine and pitch ....bbls..	85	310	650	496	200	545	305	335	770	345
Total	2,022	2,277	1,934	3,230	2,139	3,025	1,934	1,714	3,253	3,284
Turpentine, spirits of ....galls..	7,200	13,000	13,730	11,250	6,655	20,650	14,020	23,450	18,662	6,952
Total naval stores										
Nickel, nickel oxide and matte										
Notions										
Oakum										
OILS:										
Mineral, crude, including all natural oils, without regard to gravity										
Mineral, refined or manufactured, not including residuum (gallons)—										
Naphthas, including all lighter products of distillation				250	1,250	1,000	200	1,200	3,000	15,020
Illuminating	40,377,296	18,022,800	25,694,890	42,516,120	44,324,344	22,683,425	32,775,880	27,419,929	56,702,129	19,321,930
Lubricating and heavy paraffin oil	9,793	20,675	48,322	110,814	197,958	185,368	480,412	379,520	392,428	456,955
Total mineral, refined	40,387,089	18,043,475	25,743,212	42,627,184	44,523,552	22,869,793	33,256,492	27,800,649	57,097,557	19,793,905
Residuum, including tar, and all other, from which the light bodies have been distilled ....bbls..					10					
Vegetable—										
Linseed ....galls..									270	
Other										
All other										
Total vegetable										

UNITED STATES TO CHINA, 1894-1903—Continued.

VALUES.										ARTICLES.
1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	
										IRON AND STEEL, AND MANUFACTURES OF—Continued.
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	Machinery, machines, and parts of—Continued.
....	....	....	3,672	2,642	5,799	8,476	11,683	19,333	27,050	Typewriting machines, and parts of.
24,752	61,771	23,240	80,553	84,053	108,968	84,726	94,657	58,582	129,671	All other.
										Nails and spikes—
3,324	6,879	11,694	8,648	14,025	8,518	20,039	1,846	7,064	12,283	Cut.
25	....	5	525	40,147	42,489	118,866	58,407	73,184	80,726	Wire.
....	....	....	....	630	3,565	482	....	15	38	All other, including tacks.
....	....	....	....	21,914	73,911	19,268	12,142	41,934	22,039	Pipes and fittings.
....	....	....	....	3,464	3,693	4,559	6,045	5,584	3,528	Safes.
8,831	2,216	4,977	9,564	7,729	31,885	22,442	16,269	8,150	8,047	Saws and tools.
2,365	6,339	7,044	6,389	6,901	4,490	14,799	11,950	6,657	12,923	Scales and balances.
3,445	3,073	9,045	10,118	11,062	11,417	27,279	33,827	22,275	17,175	Stoves, ranges, and parts of.
7,302	25,188	7,410	9,636	13,493	66,112	83,205	72,276	25,215	15,523	All other manufactures of iron and steel.
64,696	118,014	84,548	333,007	464,521	1,384,522	822,074	487,338	427,834	535,023	Total iron and steel.
292	....	226	16	226	1,937	3,727	7,193	9,370	6,921	Jewelry, and other manufactures of gold and silver.
5,154	1,441	5,412	4,757	4,690	5,658	8,452	8,229	17,182	10,481	Lamps, chandeliers, and all other devices for illuminating purposes.
										LEAD, AND MANUFACTURES OF:
....	3	....	....	....	....	....	7	....	....	Pigs, bars and old.
....	....	165	900	605	562	458	1,617	9,036	7,285	All other.
....	3	165	900	605	562	458	1,624	9,036	7,285	Total.
										LEATHER, AND MANUFACTURES OF:
....	....	201	2,176	25	....	415	347	3,460	4,252	Upper leather—Splits, buff, grain and all other.
847	3,031	8,864	10,040	4,339	8,473	21,370	27,402	12,006	19,478	Sole leather.
....	....	....	....	175	461	....	187	3,466	616	All other leather.
										Manufactures of—
443	644	1,316	1,109	1,087	1,578	3,369	9,539	14,838	19,535	Boots and shoes.
....	29	90	114	417	1,236	581	1,075	1,078	981	Harness and saddles.
462	4,645	4,357	7,366	2,572	1,593	3,140	3,044	2,478	3,981	All other.
1,752	8,349	14,828	20,805	8,615	13,341	28,875	41,594	37,326	48,843	Total leather, and manufactures of.
....	....	....	....	....	....	....	....	5	....	Lime and cement.
....	618	857	1,356	945	3,411	....	767	717	406	Malt.
1,970	2,988	3,655	18,886	33,189	95,353	42,464	120,807	124,301	76,154	Malt liquor: In bottles.
										MARBLE AND STONE, AND MANUFACTURES OF:
										Manufactures of—
....	....	....	....	110	....	....	....	....	....	Roofing slate.
88	661	39	553	558	175	2,225	1,830	1,465	791	All other.
88	661	39	553	668	175	2,225	1,830	1,465	791	Total.
13	....	12	....	....	....	....	....	100	18	Matches.
										MUSICAL INSTRUMENTS:
1,606	925	3,202	3,005	1,944	6,458	2,728	2,245	3,787	4,638	Organs.
550	....	1,400	1,770	1,579	1,323	2,527	1,798	1,066	1,757	Pianofortes.
252	82	83	752	662	208	168	477	15,037	5,954	All other, and parts of.
2,408	1,007	4,685	5,527	4,185	7,989	5,423	4,520	19,890	12,349	Total.
										NAVAL STORES:
										Rosin, tar, turpentine, and pitch—
3,999	2,677	2,261	4,661	4,190	4,725	3,420	2,904	5,414	6,301	Rosin.
250	1,389	257	775	87	283	117	....	323	....	Tar.
163	475	1,124	871	358	935	581	625	1,317	571	Turpentine and pitch.
4,412	4,541	3,642	6,307	4,635	5,943	4,118	3,529	7,054	6,872	Total.
2,527	4,382	4,651	3,701	2,494	8,289	7,758	10,728	8,570	3,941	Turpentine, spirits of.
6,939	8,923	8,923	10,008	7,129	14,232	11,876	14,257	15,624	10,813	Total naval stores.
....	....	1,000	....	....	....	....	....	....	....	Nickel, nickel oxide and matte.
....	....	128	2,135	493	969	1,619	1,213	599	977	Notions.
....	....	....	402	785	1,204	2,578	1,061	1,955	620	Oakum.
										OILS:
....	....	....	....	....	....	....	....	....	....	Mineral, crude, including all natural oils, without regard to gravity.
										Mineral, refined or manufactured, not including residuum—
....	....	....	40	125	150	39	235	585	3,130	Naphthas, including all lighter products of distillation.
2,435,794	1,175,173	2,158,800	3,352,935	2,839,345	1,791,108	3,266,395	2,387,972	4,759,442	1,776,393	Illuminating.
2,842	6,037	8,178	18,962	25,625	25,307	68,616	56,923	70,295	86,566	Lubricating and heavy paraffin oil.
2,438,636	1,181,210	2,166,978	3,371,937	2,865,095	1,816,565	3,335,050	2,445,130	4,830,322	1,866,089	Total mineral, refined.
....	....	....	....	40	....	....	....	....	....	Residuum, including tar, and all other, from which the light bodies have been distilled.
										Vegetable—
....	....	....	....	....	....	11	....	183	....	Linseed.
60	....	....	....	....	314	178	....	....	....	Other.
....	....	....	....	160	2,785	782	2,053	426	1,242	All other.
60	....	....	....	160	3,099	971	2,053	609	1,242	Total vegetable.

EXPORTS OF DOMESTIC MERCHANDISE FROM THE

ARTICLES.	QUANTITIES.									
	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903
Paints, pigments, and colors: All other										
PAPER, AND MANUFACTURES OF:										
Paper hangings										
Printing paper ... lbs					386,376	199,576	374,796	239,971	346,132	198,937
Writing paper and envelopes										
All other										
Total										
Paraffin and paraffin wax ... lbs					1,030			1,838	16,931	328,054
Perfumery and cosmetics										
Photographic materials										
Plated ware										
Plants, trees, and shrubs										
PROVISIONS, COMPRISING MEAT AND DAIRY products (pounds):										
Meat products—										
Beef products—										
Beef, canned	33,790	92,400	96,090	117,084	173,858	122,313	164,870	703,671	62,193	35,050
Beef, salted or pickled			20,200	300	400	600	350	1,132,100	321,060	1,700
Hog products—										
Bacon	14,767	15,800	23,219	20,372	35,655	59,110	91,675	170,487	118,158	95,157
Hams	36,850	46,918	48,625	49,233	68,159	103,490	124,482	260,556	166,615	220,297
Pork, salted or pickled	900	3,800	20,660	14,300	23,300	600	5,800	19,000	5,625	6,800
Lard	670	2,190	1,650	3,427	21,930	116,540	75,614	218,503	70,933	57,374
Oleo and oleomargarine: Oleomargarine, imitation butter	1,700	13,576	1,460	4,260	8,130	11,860	7,626	28,841	6,550	2,350
All other meat products										
Dairy products—										
Butter	5,768	5,528	20,277	25,336	21,555	22,337	23,768	37,318	35,009	32,162
Cheese	29,104	28,787	35,290	41,690	44,264	101,950	67,610	202,005	155,271	211,779
Milk										
Total provisions, etc										
Salt ... lbs			8,500		150,000	11,200		40	5,302	1,310
SEEDS:										
Cotton ... lbs					8,400					
All other										
Total										
Silk, manufactures of										
Silk waste ... lbs			4,030							
SOAP:										
Toilet or fancy										
Other ... lbs	1,600	1,450	1,100	1,150	60,540	700	68,469	318,743	269,089	182,985
Total										
SPIRITS, DISTILLED (proof gallons):										
Alcohol							5,301	28		93
Brandy			58	26	28	189	100	441	228	855
Rum				261	460	943	656			
Whisky—										
Bourbon	363	159	1,065	1,661	2,314	2,428	3,586	12,588	10,316	5,400
Rye		255	254	599	77	3	469	547	492	1,557
All other	40				150	248	426	78	2,105	1,076
Total	403	414	1,377	2,547	3,029	3,811	10,538	13,682	13,141	8,981
Starch ... lbs	960	900			800	2,500	12,900	27,567	3,814	15,056
Stationery, except of paper										
Stereotype and electrotype plates										
Straw and palm leaf, manufactures of										
SUGAR AND MOLASSES:										
Molasses ... galls	153						225		81	55
Sugar, refined ... lbs	13,252	6,370	3,805	10,810	16,555	3,300	4,800	7,787	29,164	307,985
Candy and confectionery										
Teeth, artificial										
Tin, manufactures of										
TOBACCO, AND MANUFACTURES OF:										
Unmanufactured (pounds)—										
Leaf	19,390	9,692	10,980	110,800	326,266	486,188	459,469	272,237	279,594	85,969
Manufactures of—										
Cigars ... M				27	38	22	20	340	80	62
Cigarettes ... M	52,280	62,926	117,655	161,245	218,612	222,819	357,864	343,235	472,900	559,924
Plug ... lbs					25,716	44,822	59,769	72,122	50,277	30,342
All other										
Total										
Toys										
Trunks, valises, and traveling bags										
Varnish ... galls		1,050	50	715	70	386	383	1,169	1,249	563
VEGETABLES:										
Beans and pease ... bush	308	752	795	203	392	1,124	1,983	4,923	1,347	1,701
Onions ... bush	39		20				116	2,871	350	967
Potatoes ... bush			35		45	17		52		64
Vegetables, canned										
All other, including pickles and sauces										
Total										

United States to China, 1894–1903—Continued.

VALUES.										ARTICLES.
1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
476	656	2,071	784	2,478	2,839	3,225	2,008	6,696	6,698	Paints, pigments, and colors: All other.
										Paper, and manufactures of:
....	....	....	33	....	34	374	881	1,328	362	Paper hangings.
....	....	....	....	8,802	10,194	13,464	9,080	12,422	4,978	Printing paper.
....	....	20	57	....	160	1,623	2,735	4,037	4,979	Writing paper and envelopes.
1,462	840	453	3,247	25,070	10,649	8,046	18,020	32,321	15,614	All other.
1,462	840	473	3,337	33,872	21,037	23,507	30,716	50,108	25,933	Total.
....	....	....	....	50	100	....	90	709	16,400	Paraffin and paraffin wax.
6,090	13,979	7,486	18,319	6,733	19,252	24,845	11,298	29,045	19,006	Perfumery and cosmetics.
....	....	....	....	13	426	564	640	4,572	5,457	Photographic materials.
300	....	920	524	112	903	1,650	611	4,428	3,272	Plated ware.
....	....	3	....	....	....	....	....	....	....	Plants, trees, and shrubs.
										Provisions, comprising meat and dairy products:
										Meat products—
										Beef products—
4,902	12,025	13,554	16,762	24,470	16,814	21,277	100,841	8,430	4,158	Beef, canned.
....	....	889	12	20	40	22	63,381	12,614	119	Beef, salted or pickled.
										Hog products—
2,381	2,121	3,153	2,650	4,635	7,532	11,636	23,400	17,976	16,233	Bacon.
5,481	6,244	6,564	6,557	8,788	13,127	15,792	34,671	24,137	34,925	Hams.
63	290	1,524	1,077	1,513	40	295	1,590	477	577	Pork, salted or pickled.
67	186	135	245	1,669	5,573	5,299	19,702	6,469	5,212	Lard.
262	1,803	100	250	1,279	1,630	670	3,043	1,123	303	Oleo and oleomargarine: Oleomargarine, imitation butter.
1,400	1,082	703	916	518	2,661	3,834	11,175	11,531	13,674	All other meat products.
										Dairy products—
1,312	1,097	3,709	4,621	4,688	5,159	5,523	8,175	8,000	7,736	Butter.
3,777	3,507	3,779	4,589	4,817	11,161	7,626	22,040	19,144	29,923	Cheese.
34,362	6,286	16,081	7,961	23,748	29,761	40,513	121,027	23,105	35,124	Milk.
54,007	34,641	50,191	45,640	76,145	93,498	112,487	409,045	133,006	147,984	Total provisions, etc.
....	....	25	....	1,500	55	....	1	36	17	Salt.
										Seeds:
....	....	....	....	109	....	....	....	....	....	Cotton.
338	128	545	590	800	616	554	579	764	379	All other.
338	128	545	590	909	616	554	579	764	379	Total.
....	....	....	....	....	5	202	186	335	595	Silk, manufactures of.
....	....	1,200	....	....	....	....	....	....	....	Silk waste.
										Soap:
189	553	437	396	1,395	1,584	4,203	6,514	6,643	10,067	Toilet or fancy.
91	83	71	54	2,035	19	1,998	10,642	9,311	6,210	Other.
280	636	508	450	3,430	1,603	6,201	17,156	15,954	16,277	Total.
										Spirits, distilled:
....	....	....	....	....	....	1,608	51	....	62	Alcohol.
....	....	57	26	39	329	125	883	290	1,702	Brandy.
....	....	....	330	662	337	1,160	....	....	....	Rum.
										Whisky—
839	279	1,660	2,831	3,944	3,812	7,372	28,161	23,520	9,911	Bourbon.
....	736	301	886	179	12	1,073	810	1,161	3,010	Rye.
130	....	....	....	335	447	725	260	4,706	1,937	All other.
969	1,015	2,018	4,073	5,159	4,937	12,063	30,165	29,677	16,622	Total.
49	46	....	....	30	139	600	766	219	1,010	Starch.
1,060	204	468	825	2,276	3,021	645	602	1,171	676	Stationery, except of paper.
....	....	....	....	....	505	20	....	....	....	Stereotype and electrotype plates.
....	....	....	....	....	92	399	....	164	....	Straw and palm leaf, manufactures of.
										Sugar and molasses:
39	....	....	....	....	....	33	....	39	35	Molasses.
731	350	197	551	828	155	228	322	1,012	9,546	Sugar, refined.
672	198	635	1,213	1,083	433	938	2,826	2,500	3,602	Candy and confectionery.
....	....	....	....	224	....	....	....	....	....	Teeth, artificial.
305	211	183	537	1,216	552	369	1,528	4,738	2,724	Tin, manufactures of.
										Tobacco, and manfactures of.
										Unmanufactured—
1,039	1,055	690	6,952	18,116	35,899	44,473	24,839	27,842	11,306	Leaf.
										Manufactures of—
....	....	....	314	753	353	170	2,515	919	547	Cigars.
113,952	100,161	184,331	221,102	310,749	305,841	494,798	487,795	586,169	690,340	Cigarettes.
....	....	....	....	6,718	13,498	16,110	21,674	12,689	7,064	Plug.
4,087	4,752	7,117	8,540	10,185	2,879	7,207	9,795	3,656	3,492	All other.
118,039	104,913	191,448	229,956	328,401	322,571	518,285	521,779	603,433	701,443	Total.
287	136	45	459	406	681	2,019	1,012	1,709	1,280	Toys.
1,170	133	367	182	240	402	396	551	2,040	2,644	Trunks, valises, and traveling bags.
....	1,883	94	699	50	144	355	1,031	885	478	Varnish.
										Vegetables:
460	1,103	1,042	230	433	1,318	2,895	10,147	2,540	3,246	Beans and pease.
38	....	8	....	....	....	90	2,898	418	450	Onions.
....	....	10	....	27	12	....	31	....	41	Potatoes.
328	936	1,428	597	1,030	2,018	1,816	10,916	15,483	19,004	Vegetables, canned.
382	417	438	1,298	841	799	1,829	12,336	8,760	11,727	All other, including pickles and sauces.
1,208	2,456	2,926	2,125	2,331	4,147	6,660	36,328	27,201	34,468	Total.

EXPORTS OF DOMESTIC MERCHANDISE FROM THE

ARTICLES.	QUANTITIES.									
	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903
Vinegar .... galls..	....	....	230	70	....	....	15	643	179	9,551
WINE:										
In bottles .... doz. qts..	69	209	82	150	186	261	410	390	122	339
In other coverings .... galls..	4,510	10,776	13,484	15,580	15,431	28,457	38,756	66,257	22,932	28,547
Total	....	....	....	....	....	....	....	....	....	....
WOOD, AND MANUFACTURES OF:										
Timber, and unmanufactured wood—										
Sawed .... M feet..	....	....	107	....	222	3,702	10,904	13,501	20,512	10,517
Logs, and other	....	....	....	....	....	....	....	....	....	....
Lumber—										
Boards, deals, and planks.. M feet..	2,651	7,641	15,111	7,871	17,053	14,771	15,169	9,683	20,945	21,871
Joists and scantling .... M feet..	....	....	....	....	203	716	708	....	845	....
Laths	....	....	....	....	....	....	....	....	....	....
Shingles .... M..	....	....	....	....	....	....	1,200	....	151	....
Heading	....	....	....	....	....	....	....	....	....	....
All other	....	....	....	....	....	....	....	....	....	....
Manufactures of—										
Doors, sash, and blinds	....	....	....	....	....	....	....	....	....	....
Furniture, not elsewhere specified	....	....	....	....	....	....	....	....	....	....
Trimmings, moldings, and other house finishings	....	....	....	....	....	....	....	....	....	....
Wooden ware	....	....	....	....	....	....	....	....	....	....
All other	....	....	....	....	....	....	....	....	....	....
Total	....	....	....	....	....	....	....	....	....	....
WOOL, AND MANUFACTURES OF:										
Manufactures of—										
Carpets .... yds..	....	....	80	....	290	300	....	398	995	300
Flannels and blankets	....	....	....	....	....	....	....	....	....	....
Wearing apparel	....	....	....	....	....	....	....	....	....	....
All other manufactures of	....	....	....	....	....	....	....	....	....	....
Total manufactures	....	....	....	....	....	....	....	....	....	....
All other articles	....	....	....	....	....	....	....	....	....	....
Total value of exports of domestic merchandise	....	....	....	....	....	....	....	....	....	....

United States to China, 1894-1903—Continued.

VALUES.										ARTICLES.
1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
....	....	29	16	....	....	2	83	29	1,341	Vinegar.
										Wines:
322	786	378	626	964	978	1,725	1,473	595	1,910	In bottles.
2,307	4,802	6,240	6,253	7,277	11,865	15,895	23,874	11,657	11,250	In other coverings.
2,629	5,588	6,618	6,879	8,241	12,843	17,620	25,347	12,252	13,160	Total.
										Wood, and manufactures of:
										Timber, and unmanufactured wood—
....	....	923	....	4,652	35,754	115,354	139,029	212,467	139,916	Sawed.
917	340	485	350	140	....	....	4,283	33,833	111,758	Logs, and other.
										Lumber—
23,649	65,257	136,785	60,709	120,251	132,152	148,219	108,512	215,016	275,796	Boards, deals, and planks.
....	....	....	....	1,218	6,393	7,193	....	7,479	....	Joists and scantling.
....	....	....	....	....	....	....	....	....	....	Laths.
....	....	....	....	....	....	2,210	....	303	....	Shingles.
....	....	60	55	....	....	....	....	....	....	Heading.
60	1,262	208	10,801	15,376	6,914	6,663	3,116	6,408	8,727	All other.
										Manufactures of—
....	146	11	453	49	651	150	24,005	3,200	1,175	Doors, sash, and blinds.
26,809	20,114	14,202	30,046	21,320	10,093	18,058	15,693	30,741	36,406	Furniture, not elsewhere specified.
....	....	....	....	37	....	....	....	....	100	Trimmings, moldings, and other house finishings.
18	43	379	48	19	97	364	484	294	948	Wooden ware.
225	1,620	1,892	11,037	4,819	2,589	2,044	4,582	8,467	4,844	All other.
51,678	88,782	154,945	113,499	167,881	194,643	300,255	299,704	518,208	579,670	Total.
										Wool, and manufactures of:
										Manufactures of—
....	....	38	....	310	233	....	292	821	264	Carpets.
....	....	205	....	....	1,500	....	20,040	24,120	59	Flannels and blankets.
895	417	6	13	2,375	449	1,238	15,725	1,515	11,033	Wearing apparel.
58	343	....	81	....	60	21	1,698	3,392	3,261	All other manufactures of.
953	760	249	94	2,685	2,242	1,259	37,755	29,848	14,617	Total manufactures.
....	....	150	....	....	233	741	1,652	33,373	18,655	All other articles.
5,858,488	3,602,741	6,921,136	11,916,888	9,992,070	14,437,422	15,213,285	10,287,312	24,531,118	18,780,580	Total value of exports of domestic merchandise.

TRADE OF PRINCIPAL COUNTRIES OF THE WORLD WITH CHINA.

IMPORTS OF MERCHANDISE INTO THE UNITED KINGDOM FROM CHINA, 1898–1902.

[Pound sterling=$4.8665.] [Compiled from "Annual Statements of the Trade of the United Kingdom."]

PRINCIPAL AND OTHER ARTICLES.	QUANTITIES.					VALUES.				
	1898	1899	1900	1901	1902	1898	1899	1900	1901	1902
						£	£	£	£	£
Bristles ....lbs..	1,570,126	1,743,024	1,095,244	1,631,471	1,677,938	144,667	168,119	111,012	147,474	147,892
China and earthen ware ....cwt..	2,463	1,861	1,538	1,909	3,242	12,776	6,575	5,886	4,852	9,831
Cotton, raw ....cwt..	5	516	12,816	11,037	428	9	1,364	30,862	24,310	704
Drugs, unenumerated..........						24,462	23,659	17,912	7,946	17,739
Dyestuffs and substances used in tanning:										
Cutch and gambier..........tons..	50					500				
Feathers for beds ....cwt..	10,848	6,248	6,691	4,079	4,168	21,050	15,798	17,880	10,753	13,158
Fruits and vegetables, preserved .....cwt..	2,664	5,397	4,417			3,168	8,998	4,370		
Galls ....do....	10,386	3,933	1,906	3,809	1,539	29,686	11,270	5,783	11,656	3,986
HAIR:										
Horse ....do....	5,048	7,769	4,694	3,761	6,526	34,651	48,689	28,596	21,693	40,758
Unenumerated						62,993	107,558	100,908	59,711	21,795
HEMP:										
Dressed or undressed..........tons..		76	125		83	8	2,392	4,391		2,832
Other vegetable substances unenumerated ....tons..	135	65	209	127	436	2,764	1,596	5,575	3,728	10,571
Hides, raw ....cwt..	13,105	21,455	12,907	11,421	13,402	33,433	65,086	43,665	35,979	42,130
Horns and hoofs ....tons..		26	6			20	640	250		
Oils, chemical, essential or perfumed ..lbs..	4,669	1,990	3,803	4,837	6,600	1,230	457	687	987	180
Perfumery (not containing spirits) ..do....	469	340	34	208	7,466	11,969	12,065	1,418	6,725	6,732
SILK:										
Knubs, or husks, and waste ....cwt..	34,268	33,247	25,917	13,942	18,989	221,557	215,322	198,823	113,938	156,269
Raw ....lbs..	838,914	1,193,953	630,901	741,700	584,572	387,035	604,229	329,259	393,348	313,791
Manufactures of all sorts						29,899	36,760	39,031	29,251	69,498
SKINS AND FURS:										
Goatskins, undressed ....number..	655,730	364,610	593,858	310,560	369,169	52,800	33,438	68,354	29,855	37,237
Skins, dressed or undressed (not leather) ....number..	2,790	263,270	70,578	17,915	250,226	245	41,682	13,281	2,875	42,213
Furs of all sorts ....do....	1,682,988	1,120,560	1,287,571	1,005,915	909,502	119,291	139,637	148,551	131,028	112,885
Manufactures (including rugs)						229,142	193,885	139,460	228,367	286,461
Spices, unenumerated..........lbs..	122,540	66,770	185,292	13,268	163,175	2,403	1,335	4,037	235	3,974
Straw plaiting for hats or bonnets.....lbs..	3,974,290	4,712,965	4,292,658	3,862,230	4,673,796	219,130	248,898	223,485	211,017	260,213
Tallow and stearin..........cwt..	6,232	2,142	6,011	9,645	29,432	6,593	2,569	8,681	11,292	42,984
Tea ....lbs..	24,154,197	30,673,136	18,876,348	17,860,650	16,112,942	857,373	925,762	614,560	521,318	457,369
Tobacco, unmanufactured ....do....	232,238	477,320	410,352	103,038	318,700	5,755	12,157	9,956	2,230	6,182
WOOL:										
Goats' wool or hair..........do....	428,920	442,220	498,640	134,382	743,489	13,139	14,737	16,469	4,595	25,309
Sheep or lambs..........do....	3,667,020	596,710	967,150	253,262	855,669	51,884	14,563	22,400	5,251	16,975
Parcel goods (free of duty) .No. of parcels..	5,495	3,893	3,297	4,788	4,736	5,997	4,046	3,451	5,250	4,844
All other articles						82,435	109,166	140,828	87,455	252,699
Total..........						2,668,064	3,069,452	2,359,821	2,116,119	2,407,207

EXPORTS OF THE PRODUCE AND MANUFACTURES OF THE UNITED KINGDOM TO CHINA, 1898–1902.

PRINCIPAL AND OTHER ARTICLES.	QUANTITIES.					VALUES.				
	1898	1899	1900	1901	1902	1898	1899	1900	1901	1902
Apparel and haberdashery						24,047	30,175	32,336	44,366	47,935
Arms, ammunition, and military stores....						2,372	42,547	10,222	2,720	9,980
Beer and ale..........bbls..	915	1,236	2,373	2,615	2,530	3,540	4,970	7,992	8,198	7,575
Books, printed ....cwt..	900	1,232	941	1,235	1,181	7,607	10,404	8,073	10,415	10,209
Candles of all sorts..........lbs..	1,538,460	3,115,900	2,539,700	3,147,800	2,114,700	21,642	47,265	43,674	55,517	36,015
Caoutchouc, manufactures of..........						10,076	10,960	10,122	19,622	12,882
Cement ....tons..	2,115	2,312	269	49	307	4,101	4,449	466	108	680
Chemical products and preparations, unenumerated (including dyestuffs and sulphate of copper)..........						22,362	25,234	24,087	61,211	40,836
Coal, cinders, and fuel..........tons..	57,064	38,251	72,965	83,032	43,317	35,427	24,787	81,403	77,224	33,011
Cotton yarn ....lbs..	5,334,600	3,925,300	802,600	3,634,400	3,398,800	155,933	114,423	28,592	126,849	112,407
Cottons entered by the yard..........yds..	379,890,700	429,406,300	348,397,500	392,716,500	493,676,000	3,346,429	4,036.859	3,797,825	4,664,265	5,189,934
Cottons entered at value..........						98,784	116,519	78,187	104,728	145,789
Glass of all sorts						5,262	9,328	8,809	9,370	10,637
Hardware and cutlery, unenumerated ....cwt..	2,277	3,643	3,041	4,424	5,295	12,295 1,942	22,023 2,533	15,915 3,600	20,759 4,754	26,479 4,108
Implements and tools..........						9,113	10,212	8,432	6,868	10,932
Leather, wrought and unwrought..........						12,445	17,487	19,040	18,091	19,369
Linens entered by the yard ....yds..	281,800	276,900	217,900	200,500	231,600	8,922	9,413	6,821	7,693	8,803
Machinery and millwork..........						177,395	240,068	159,626	86,161	130,863
Medicines, drugs, medicinal preparations..						30,859	48,532	37,331	52,608	49,255
METALS:										
Iron, wrought and unwrought ...tons..	75,878	86,927	48,978	56,850	64,411	407,622	612,233	467,240	378,705	446,219
Copper, wrought and unwrought..cwt..	6,913	10,261	10,785	3,400	5,440	21,028	36,702	40,952	12,703	16,971
Lead, pig, sheet, piping, and other manufactures ....tons..	2,161	1,499	461	565	401	29,526	22,164	8,266	7,784	4,838
Zinc, crude, in cakes ....cwt..	13,264	7,083	1,075	160	80	9,925	7,550	894	153	76
Unenumerated, and manufactures						9,011	13,659	8,259	9.817	8,770
Painters' colors and materials..........						21,283	30,223	26,159	34.540	31,266
Paper of all sorts..........cwt..	9,673	15,954	10,616	14,218	17,543	17,071	23,629	16,896	22,838	25,970
Pickles, vinegar, sauces, etc						15,756	16,048	22,105	25,413	11,016
Silk manufactures						7,257	12,966	31,892	25,121	26,629
Soap..........cwt..	78,200	133,000	91,514	149,270	114,406	52,488	90,257	63,876	103,032	80,339
Spirits, British and Irish proof.......galls..	27,424	41,722	41,094	60,246	41,721	11,548	19,011	19,601	28,273	19,607
Stationery, other than paper..........						12,674	15,275	11,825	18,448	18,666
Telegraphic wires and apparatus..........						3,935	10,677	4,226	58,361	11,759
Tobacco of all kinds ....lbs..	58,380	118,287	116,137	221,931	185,890	7,563	15,120	14,196	25,768	23,563
Umbrellas and parasols						2,480	3,798	3,612	5,210	4,468
WOOLENS AND WORSTEDS:										
Entered by yards..........yds..	6,538,100	9,169,800	5,914,600	10,020,800	6,286,000	263,801	364,299	252,837	404,613	260,283
Entered at value..........						19,989	36,253	30,624	13,917	23,145
Parcel post..........No. of parcels..	7,462	8,115	8,320	11,363	11,218	11,887	15,574	13,144	24,509	18,664
All other articles						123,848	867,434	154,987	192,867	202,639
Total..........						5,039,264	7,040,460	5,574,147	6,773,599	7,142,021
Total foreign..........						60,233	96,246	[illegible]	[illegible]	46,789
Total British and foreign exports.....						5,099,497	7,136,706	[illegible]	[illegible]	7,188,810

IMPORTS OF MERCHANDISE INTO FRANCE FROM CHINA, 1898–1902.

[Franc=19.3 cents.] [Compiled from "Tableau Général du Commerce" of France.]

ARTICLES.	QUANTITIES.					VALUES.				
	1898	1899	1900	1901	1902	1898	1899	1900	1901	1902
						Francs.	*Francs.*	*Francs.*	*Francs.*	*Francs.*
Articles for collection, not in trade..kilos..	....	....	....	....	....	134,620	123,125	....	....	112,000
Bristles..........do....	83,733	60,499	....	55,000	96,400	482,729	387,128	....	379,000	699,000
CHEMICALS, DRUGS, ETC.:										
Camphor..........do....	....	....	....	....	....	....	....	1,208,000	....	206,000
Musk..........grams..	781,767	1,279,008	....	....	....	1,954,417	3,197,520	1,396,000	599,000	898,000
All other..........	....	....	....	....	....	119,109	522,644	....	586,000	579,000
Earthenware, porcelain, decorated..........	....	....	....	....	....	228,052	176,593	217,000	140,000	142,000
Fancy articles, fans, buttons, toys, etc..........	....	....	....	....	....	184,495	....	27,000	....	....
Feathers, for beds or ornamental..........	....	....	....	....	....	690,212	831,893	978,000	376,000	539,000
Hair, unmanufactured..........kilos..	27,923	....	....	73,300	....	171,726	398,576	495,000	495,000	611,000
Hats, of straw or bark..........	....	....	....	....	....	570,460	755,641	2,407,000	2,557,000	1,438,000
Hides and furs..........kilos..	2,966,817	....	4,076,400	2,448,200	1,772,500	4,217,093	3,849,382	8,673,000	4,463,000	4,242,000
Hides and furs, prepared..........	....	....	....	....	....	715,152	982,709	394,000	1,226,000	3,119,000
Horns, of cattle, etc..........kilos..	255,630	....	....	....	....	204,504	61,080	195,000	....	228,000
Mats, Chinese..........do....	298,515	306,022	653,600	....	....	298,515	306,022	719,000	147,000	143,000
Oil, palm..........do....	....	....	....	....	....	....	....	....	59,000	144,000
Oils, volatile and essential..........do....	7,170	....	....	....	....	250,950	....	....	....	240,000
Silk, raw..........do....	5,207,419	7,125,792	5,326,400	5,939,300	6,678,100	119,694,419	200,090,906	127,519,000	140,315,000	154,261,000
Silk, manufactures of..........	....	....	....	....	....	10,837,869	7,730,004	4,111,000	8,015,000	4,016,000
Spices: Cinnamon and cassia bark...kilos..	81,591	....	....	....	....	82,347	....	....	....	....
Straw and bark, manufactures of..........	....	....	....	....	....	2,953,962	3,608,512	4,534,000	4,955,000	3,978,000
Tallow..........kilos..	....	....	....	....	....	....	....	....	798,000	398,000
Tea..........do....	1,008,036	523,064	591,000	456,100	489,500	3,880,939	1,621,498	1,773,000	1,596,000	1,591,000
Trees, plants, and rattan..........	....	....	....	....	....	481,595	259,441	210,000	191,000	....
Other articles..........	....	....	....	....	....	1,467,035	1,954,221	6,183,000	4,178,000	5,596,000
Total..........	....	....	....	....	....	149,620,205	226,856,895	161,020,000	171,075,000	183,180,000

EXPORTS OF DOMESTIC AND FOREIGN MERCHANDISE FROM FRANCE TO CHINA, 1898–1902.

Candles, of all kinds..........kilos..	150,320	....	....	....	....	180,384	....	....	....	....
Cotton, manufactures of..........	....	....	....	....	....	11,796,280	128,584	118,000	615,000	114,000
Copper..........kilos..	....	9,989	....	....	....	....	69,593	....	64,000	202,000
Cars and carriages, and parts of..........	....	....	....	....	....	108,883	42,840	355,000	435,000	165,000
Clocks and watches, and parts of..........	....	....	....	....	....	2,690,147	58,360	56,000	40,000	123,000
Brushes, buttons, toys, etc..........	....	....	....	....	....	96,860	110,072	136,000	130,000	86,000
Hats, felt..........No..	....	....	....	....	....	....	....	....	78,000	....
Instruments, optical and other scientific..........	....	....	....	....	....	45,510	45,318	....	....	....
IRON AND STEEL MANUFACTURES:										
Machinery..........	....	....	....	....	....	206,374	580,948	311,000	49,000	333,000
Tools and hardware..........	....	....	....	....	....	....	205,878	348,000	282,000	191,000
Paper, books, engravings, etc..........	....	....	....	....	....	93,610	87,002	....	128,000	151,000
Provisions: Butter and cheese..........kilos..	67,396	95,976	82,800	152,800	67,800	177,145	264,185	221,000	386,000	166,000
Silk, manufactures of..........	....	....	....	....	....	2,552,315	1,441,753	4,521,000	1,086,000	2,816,000
Tobacco, manufactures of..........kilos..	....	....	13,600	....	....	70,136	....	73,000	47,000	9,000
Wearing apparel..........	....	....	....	....	....	....	113,414	3,356,000	1,786,000	452,000
Wines..........hectoliters..	6,105	4,528	17,532	19,850	15,319	570,044	690,858	1,368,000	1,721,000	1,437,000
Wool, manufactures of..........kilos..	....	....	....	....	....	104,402	723,577	736,000	575,000	874,000
Other articles..........	....	....	....	....	....	1,360,648	885,465	4,838,000	1,339,000	2,221,000
Total..........	....	....	....	....	....	20,052,738	[a] 5,447,847	[a] 16,437,000	[a] 8,761,000	[a] 9,340,000

[a] Commerce special only.

IMPORTS (GENERAL) OF MERCHANDISE INTO GERMANY FROM CHINA, 1898–1902.

[Mark=23.8 cents.] [Compiled from "Auswaertiger Handel des deutschen Zollgebiets."]

ARTICLES.	QUANTITIES.					VALUES.				
	1898	1899	1900	1901	1902	1898	1899	1900	1901	1902
						Marks.	*Marks.*	*Marks.*	*Marks.*	*Marks.*
Bristles..........quintals..	4,913	6,061	4,640	4,569	7,620	1,965,000	2,667,000	2,227,000	1,645,000	4,953,000
CHEMICALS, DRUGS, DYES, ETC.:										
Camphor..........do....	5,963	4,731	4,051	1,176	361	1,073,000	1,183,000	1,499,000	400,000	116,000
Gallnuts..........do....	17,880	14,711	15,775	13,234	17,371	2,056,000	1,810,000	2,209,000	1,655,000	1,946,000
Other..........	....	....	....	....	....	941,000	1,070,000	840,000	595,000	876,000
Copper, and manufactures of..........	....	....	....	....	....	29,000	18,000	23,000	42,000	28,000
Cotton, raw..........quintals..	828	2,614	11,539	21,781	4,997	50,000	167,000	946,000	1,547,000	400,000
Hair, unmanufactured..........do....	244	630	390	197	643	47,000	139,000	171,000	81,000	187,000
Hides and skins..........do....	20,729	6,498	7,334	21,966	14,818	2,699,000	1,054,000	1,319,000	3,571,000	2,869,000
Feathers, for beds..........do....	24,629	28,343	27,223	20,443	28,888	2,834,000	3,414,000	3,367,000	2,249,000	3,178,000
Furs, and manufactures of..........	....	....	....	....	....	755,000	940,000	652,000	561,000	1,569,000
Iron, and manufactures of..........	....	....	....	....	....	2,000	15,000	6,000	19,000	4,000
Oils and grease..........quintals..	4,949	2,943	7,798	5,111	16,220	203,000	127,000	324,000	217,000	868,000
SILK:										
Raw..........do....	1,321	1,236	859	860	868	1,480,000	1,318,000	1,283,000	1,457,000	987,000
Manufactures of..........	....	....	....	....	....	264,000	307,000	249,000	266,000	232,000
Spices: Cinnamon and cassia....quintals..	4,893	5,652	5,037	4,358	4,115	393,000	463,000	433,000	366,000	345,000
Straw, chip, grass, etc., and manufactures of	....	....	....	....	....	2,058,000	1,814,000	983,000	1,255,000	1,285,000
Tea..........quintals..	23,319	23,518	18,312	18,542	19,876	3,822,000	3,764,000	2,790,000	2,939,000	3,163,000
Tobacco, leaf..........do....	1,671	4,050	1,912	2,081	2,678	83,000	203,000	96,000	156,000	187,000
Wood, and manufactures of..........	....	....	....	....	....	707,000	455,000	537,000	552,000	516,000
Wool, hair of the alpaca, llama, etc..quintals..	1,412	338	200	188	340	186,000	48,000	21,000	37,000	80,000
Manufactures of..........	....	....	....	....	....	4,000	11,000	2,000	2,000	9,000
Other articles..........	....	....	....	....	....	1,161,000	1,624,000	2,707,000	2,277,000	5,238,000
Total merchandise..........	....	....	....	....	....	22,812,000	22,611,000	22,694,000	22,689,000	29,036,000

EXPORTS OF DOMESTIC MERCHANDISE FROM GERMANY TO CHINA, 1898–1902.

Chemicals, medicines, etc..........	....	....	....	....	....	6,836,000	9,312,000	7,778,000	8,229,000	8,131,000
Clocks and watches..........	....	....	....	....	....	384,000	543,000	380,000	311,000	420,000
Copper, manufactures..........quintals..	20,588	20,973	21,968	6,000	7,114	4,165,000	5,223,000	4,022,000	1,423,000	1,868,000
Cotton, manufactures of..........	....	....	....	....	....	1,142,000	1,388,000	1,575,000	1,381,000	1,672,000
Earthenware..........	....	....	....	....	....	70,000	123,000	113,000	168,000	131,000
Glass and glassware..........	....	....	....	....	....	380,000	223,000	209,000	192,000	310,000
India rubber, manufactures of..........	....	....	....	....	....	209,000	408,000	320,000	155,000	205,000
Instruments: Musical and other..........	....	....	....	....	....	14,313,000	3,253,000	116,000	281,000	121,000
IRON MANUFACTURES:										
Firearms..........	....	....	....	....	....	1,478,000	4,387,000	498,000	25,000	11,000
Needles..........quintals..	3,912	5,644	5,153	5,118	6,510	3,521,000	5,362,000	5,153,000	4,606,000	5,208,000
Wire..........do....	39,046	30,551	23,143	45,822	18,527	564,000	513,000	405,000	595,000	238,000
Other..........	....	....	....	....	....	3,747,000	5,204,000	7,366,000	5,561,000	5,473,000
Leather, and manufactures of..........	....	....	....	....	....	220,000	422,000	208,000	268,000	215,000
Machinery, n. e. s..........	....	....	....	....	....	1,043,000	641,000	529,000	668,000	373,000
Malt liquors..........quintals..	32,667	27,827	53,722	51,716	36,767	1,076,000	958,000	1,716,000	1,666,000	1,113,000
Milk, condensed..........do....	822	303	1,030	995	515	66,000	24,000	92,000	89,000	46,000
Paper, and manufactures of..........do....	7,171	14,101	7,689	7,175	8,782	289,000	440,000	329,000	382,000	358,000
Silk, manufactures..........	....	....	....	....	....	115,000	145,000	245,000	361,000	650,000
Soap and perfumeries..........quintals..	2,172	2,119	2,513	4,298	3,956	330,000	489,000	366,000	581,000	559,000
Wearing apparel, etc..........	....	....	....	....	....	124,000	233,000	195,000	337,000	365,000
Wines..........	....	....	....	....	....	232,000	307,000	379,000	587,000	291,000
Wood, manufactures..........	....	....	....	....	....	575,000	980,000	1,896,000	1,208,000	451,000
Wool, manufactures..........	....	....	....	....	....	5,087,000	7,028,000	6,488,000	5,641,000	5,924,000
Other articles..........	....	....	....	....	....	2,044,000	3,050,000	3,298,000	3,098,000	3,721,000
Total merchandise..........	....	....	....	....	....	48,010,000	50,647,000	43,676,000	37,823,000	37,854,000

Imports of Merchandise into Belgium from China, 1898–1902.

[Franc=19.3 cents.] [Compiled from "Statistique Commerciale de la Belgique."]

ARTICLES.	QUANTITIES.					VALUES.				
	1898	1899	1900	1901	1902	1898	1899	1900	1901	1902
						Francs.	*Francs.*	*Francs.*	*Francs.*	*Francs.*
Animal produce, unmanufactured						700,000	759,000	872,000	477,000	1,396,000
Chemicals, drugs, etc						17,000	187,000	29,000	184,000	218,000
Coffee ... kilos	2,827	9,206	4,114	16,000	38,000	4,000	11,000	5,000	18,000	38,000
Earthenware: Porcelain						24,000	17,000	20,000	19,000	20,000
Iron and steel manufactures: Arms							1,000	12,000	24,000	17,000
Hides and skins ... kilos	1,069,000	268,000	345,000	510,000	598,000	1,336,000	375,000	449,000	586,000	807,000
METALS:										
Copper and nickel ... do	605,358	20,060	276,100	565,000	549,100	1,029,000	40,000	552,000	1,074,000	768,000
Lead ... do				100,000	130,000				32,000	36,000
Tin ... do	167,412		75,000	75,000		435,000		247,000	225,000	
Oils ... do	19,530	34,102	13,462	41,000	659,000	9,000	16,000	8,000	25,000	473,000
PROVISIONS:										
Farinaceous food, including rice						299,000	146,000	1,000	6,000	1,000
Conserves						230,000	231,000	476,000	190,000	276,000
Paints and colors ... kilos	1,731,000	1,258,000	1,417,000	1,310,000	1,281,000	825,000	629,000	708,000	655,000	640,000
Tea ... do	428,299	523,065	624,878	548,000	450,000	857,000	1,151,000	1,625,000	1,506,000	1,170,000
Textiles: Silk and other						65,000	32,000	68,000	85,000	141,000
TOBACCO:										
Leaf ... kilos	1 438,000	337,000	618,217	137,000	120,000	2,375,000	722,000	1,005,000	294,000	264,000
Cigars ... do										
Vegetables and vegetable substances						266,000	274,000	1,150,000	332,000	2,611,000
Wood, manufactures: Furniture						3,000	15,000	15,000	8,000	11,000
Other articles						1,531,000	1,003,000	2,002,000	1,751,000	2,531,000
Total imports						10,005,000	5,699,000	9,244,000	7,491,000	11,418,000

Exports of Domestic Merchandise from Belgium to China, 1898–1902.

Candles ... kilos	144,904	106,722	78,110	61,000	69,000	147,000	106,000	84,000	66,000	76,000
Cars and carriages						253,000	2,125,000	2,091,000	3,582,000	5,339,000
Chemical products						24,000	33,000	116,000	20,000	118,000
Coal and coke	6,718	4,520	21,900	11,750	12,660	124,000	90,000	474,000	261,000	277,000
Copper and nickel ... kilos	21,221	95,903	67,402	20,000	21,000	44,000	215,000	155,000	40,000	36,000
Copper, manufactures of								1,000	6,000	3,000
Cordage ... M kilos	25,168	10,288	21,744	10,550	11,960	30,000	12,000	26,000	17,000	12,000
Cotton, manufactures: Yarns ... kilos	4,004	22,282	47,958	103,000	36,000	8,000	39,000	109,000	231,000	70,000
Drugs						89,000	137,000	67,000	53,000	53,000
Earthenware: Porcelain						31,000	36,000	44,000	32,000	17000,
Fertilizers: Guano ... kilos		157,819	16,490				28,000	3,000		
Fibers, vegetable: Yarns						286,000	518,000	501,000	764,000	868,000
GLASS:										
Window ... kilos	5,172,000	9,629,000	4,443,000	6,164,000	11,482,000	1,180,000	2,215,000	1,201,000	1,557,000	2,845,000
Other						561,000	584,000	296,000	364,000	556,000
Grease ... kilos	18,456	12,389	29,514	1,000	6,000	10,000	7,000	20,000	1,000	4,000
Hides ... do	45,978	425	2,652		7,000	57,000	2,000	5,000	1,000	13,000
IRON AND STEEL, AND MANUFACTURES OF:										
Iron, old ... kilos	1,949,000	451,000	14,000	232,000	404,000	129,000	34,000	1,000	16,000	27,000
Bars, rods, etc						4,664,000	6,627,000	7,089,000	5,672,000	5,779,000
Steel						1,792,000	409,000	1,237,000	254,000	1,662,000
Arms						244,000	826,000	493,000	1,000	5,000
Machinery						152,000	729,000	263,000	250,000	461,000
Paints and colors						383,000	471,000	518,000	759,000	652,000
Paper ... kilos	248,689	787,000	824,000	581,000	1,086,000	93,000	313,000	450,000	256,000	562,000
Precious stones						1,000	5,000		5,000	28,000
Soap						34,000	16,000	26,000	46,000	21,000
Sugar, refined ... kilos	6,035	279,471	1,107,000	3,495,000	3,235,000	2,000	103,000	410,000	1,258,000	1,164,000
Tobacco ... do	183	791	570			2,000	9,000	7,000	5,000	1,000
WOOD, AND MANUFACTURES OF:										
Furniture						12,000	10,000	51,000	24,000	80,000
Other						169,000	274,000	213,000	141,000	307,000
Zinc ... kilos	299,602	164,582	218,019	467,000	647,000	149,000	86,000	109,000	193,000	291,000
Zinc, manufactures of						26,000	1,000	6,000	6,000	2,000
Other articles						723,000	890,000	1,164,000	1,066,000	1,629,000
Total exports						11,419,000	16,950,000	17,230,000	17,147,000	22,958,000

IMPORTS OF MERCHANDISE INTO ITALY FROM CHINA, 1898–1902.

[Lira=19.3 cents.] [Compiled from "Movimento Commerciale del Regno d'Italia."]

ARTICLES.	QUANTITIES.					VALUES.				
	1898	1899	1900	1901	1962	1898	1899	1900	1901	1902
CHEMICALS, DYES, ETC.:						*Lire.*	*Lire.*	*Lire.*	*Lire.*	*Lire.*
Dyes ..... quintals..	240	73	11	504	330	10,000	73,000	9,000	25,000	69,000
Gums ..... do....	24	....	26	49	43	4,000	....	4,000	8,000	7,000
COTTON:										
Raw ..... do....	....	....	458	299	....	....	....	56,000	35,000	....
Manufactures of ..... do....	32	35	26	55	102	8,000	9,000	8,000	16,000	30,000
FANS:										
Common	....	....	....	....	....	....	....	2,000	3,000	7,000
Finished	....	....	....	....	....	....	....	4,000	24,000	45,000
Breadstuffs, fruits, vegetables, etc	....	....	....	....	....	24,000	282,000	1,044,000	1,476,000	1,683,000
Grease, stearin, etc ..... quintals..	2,328	6,842	2,197	2,949	2,868	128,000	411,000	154,000	206,000	201,000
Hides and skins	....	....	....	....	....	2,050,000	3,184,000	2,039,000	2,832,000	2,784,000
Marble, stone, and earthenware, etc	....	....	....	....	....	4,000	11,000	10,000	11,000	39,000
SILK AND MANUFACTURES OF:										
Silkworm eggs ..... kilos..	69	....	....	....	25	17,000	....	....	....	6,000
Cocoons ..... quintals..	1,263	439	99	152	194	1,175,000	505,000	108,000	152,000	210,000
Silk, as reeled from the cocoon ... do....	12,931	15,088	11,937	18,176	21,283	45,234,000	60,352,600	43,272,000	63,616,000	80,876,000
Spun silk ..... do....	4,862	5,984	3,072	7,519	2,990	2,192,000	3,642,000	1,830,000	3,895,000	1,799,000
Manufactures of	....	....	....	....	....	9,000	8,000	8,000	17,000	22,000
Wood, and manufactures of	....	....	....	....	....	71,000	29,000	36,000	22,000	96,000
Other articles	....	....	....	....	....	315,000	248,000	1,077,000	1,296,000	1,845,000
Total imports	....	....	....	....	....	51,269,000	68,754,000	49,661,000	73,630,000	89,719,000

EXPORTS OF MERCHANDISE FROM ITALY TO CHINA, 1898–1902.

Chemicals, including soaps, dyes, etc	....	....	....	....	....	4,000	17,000	23,000	44,000	26,000
Corals, in natural state ..... kilos..	4,357	4,175	7,500	5,410	12,900	283,000	326,000	585,600	424,000	1,097,000
Corals, washed, not mounted ..... do....	4,122	471	1,728	365	579	618,000	85,000	311,000	66,000	116,000
Cotton, manufactures of	....	....	....	....	....	63,000	238,000	939,000	1,039,000	628,000
Hats, felt ..... 100 pieces..	35	81	99	153	1,826	12,000	30,000	37,000	57,000	360,000
Instruments, machinery, etc	....	....	....	....	....	13,000	50,000	159,000	161,000	119,000
Marble, stone, and glass, and manufactures of	....	....	....	....	....	21,000	61,000	50,000	62,000	20,000
Paper, books, etc	....	....	....	....	....	9,000	20,000	32,000	91,000	92,060
Silk, manufactures: Spun silk ..... kilos..	32	....	....	....	....	37,000	....	....	....	....
Silk, other manufactures	....	....	....	....	....	45,000	191,000	1,066,000	374,000	752,000
Wine, spirits, etc	....	....	....	....	....	42,000	113,000	221,000	367,000	253,000
Other articles	....	....	....	....	....	122,000	375,000	921,000	830,000	1,015,000
Total exports	....	....	....	....	....	1,269,000	1,506,000	4,344,000	3,518,000	4,478,000

IMPORTS OF MERCHANDISE INTO JAPAN FROM CHINA, 1898–1902.

[Compiled from "Annual Returns of the Foreign Trade of the Empire of Japan."]

[The cattie=1⅓ lbs., avoirdupois; the momme=2.116 drams avoirdupois; the picul=133⅓ lbs., avoirdupois; the yen, on January 1, 1896, 52.9 cents; 1897, 51.1 cents; 1898–1902, 49.8 cents.]

ARTICLES.	QUANTITIES.					VALUES.				
	1898	1899	1900	1901	1902	1898	1899	1900	1901	1902
						Yen.	*Yen.*	*Yen.*	*Yen.*	*Yen.*
CHEMICALS, DRUGS, AND MEDICINES:										
Alum ....catties..	2,335,320	3,621,078	2,708,497	2,336,996	3,085,637	42,320	80,155	60,897	53,019	69,744
Camphor ....do....	10,870	11,991	13,347	8,165	8,505	39,800	45,149	53,325	37,592	56,504
Licorice ....do....	313,943	310,777	204,135	388,339	374,513	26,667	27,648	20,580	36,418	37,384
Musk ....mommes..	77,984	42,106	39,683	63,839	49,484	126,036	71,997	68,601	114,360	87,771
All other....	....	....	....	....	....	172,999	148,311	184,363	122,002	125,761
DYES AND PAINTS:										
Lacquer....catties..	527,132	583,827	591,653	620,723	524,985	204,142	236,353	236,480	259,092	233,624
Vermilion ....do....	83,587	65,335	74,966	84,843	82,053	99,171	76,439	94,368	119,951	118,592
All other....	....	....	....	....	....	18,434	16,259	18,856	17,671	20,374
COTTON:										
Raw....catties..	[a]276,425	[a]227,138	[a]548,780	[a]292,070	[a]753,584	4,909,066	4,350,148	11,955,834	6,499,014	16,388,978
In the seed....do....	[a]19,167	[a]24,338	[a]70,061	[a]51,811	[a]81,182	112,032	167,124	492,665	374,173	623,010
Eggs, fresh....	....	....	....	....	....	490,462	823,088	1,238,662	1,293,566	1,193,054
Flax, hemp, and jute ....catties..	3,786,037	5,935,748	9,149,502	8,466,957	9,113,329	394,047	611,024	991,794	877,583	999,633
Hair, unmanufactured....do....	167,437	69,323	50,759	80,367	82,304	80,734	47,105	51,973	84,275	79,709
Hides: Buffalo and cow ....do....	1,532,604	79,669	335,612	441,281	136,019	276,202	7,426	66,968	82,262	26,681
Leather ....do....	186,875	29,513	17,118	8,966	25,430	85,416	17,166	10,433	6,273	14,860
Matting and mats....	....	....	....	....	....	170,360	4,943	3,476	3,292	[b]358,981
Oil cakes....catties..	[a]2,098,260	[a]2.616,507	[a]2,006,336	[a]3,191,417	[a]4,064,198	4,610,625	6,047,238	4,540,825	6,927,437	8,656,775
Oils	....	....	....	....	....	98,972	90,708	79,422	90,369	292,514
Paper: Books, atlases, maps, etc., including Chinese paper	....	....	....	....	....	68,831	72,276	63,483	75,828	66,547
Rice ....piculs..	967,216	[a]60,323	[a]83,998	[a]227,234	[a]90,401	3,989,422	231,625	327,673	867,272	341,689
SILK:										
Raw....do....	481,791	972,167	533,986	441,864	648,730	277,912	1,597,567	634,894	346,257	546,295
Manufactures of	....	....	....	....	....	544,897	631,188	675,725	709,114	1,112,927
Skins: Deer and sanba	....	....	....	....	....	12,234	14,661	32,036	30,613	27,269
SUGAR:										
Brown ....catties..	[a]527,865	[a]670,458	[a]655,996	[a]352,504	[a]214,572	2,034,259	2,880,267	2,758,052	1,470,342	840,321
White ....do....	[a]84,367	[a]8	[a]88	[a]34	[a]104	572,722	68	461	257	1,097
Tobacco, and manufactures of	....	....	....	....	....	2,924,164	223,369	572	2,559	964
Vegetables: Beans, pease, pulse ...catties..	[a]1,993,832	[a]2,365,241	[a]818,640	[a]1,062,735	1,306,103	5,904,584	6,666,077	2,190,642	2,808,231	3,524,138
Wool ....do....	689,627	3,475,133	999,513	1,778,655	1,246,820	205,426	810,617	282,961	443,637	308,484
All other articles	....	....	....	....	....	2,009,234	2,593,230	2,638,807	3,448,711	4,338,213
Total foreign imports....	....	....	....	....	....	30,501,170	28,589,226	29,774,828	27,201,170	40,491,898
Japanese produce and manufactures brought back	....	....	....	....	....	22,691	98,505	185,912	55,816	98,960
Total imports	....	....	....	....	....	30,523,861	28,687,731	29,960,740	27,256,986	40,590,858

[a] Piculs.

[b] Packing mats.

EXPORTS OF MERCHANDISE FROM JAPAN TO CHINA, 1898–1902.

Books and paper....	....	....	....	....	....	214,826	400,398	287,011	419,491	590,796
Brass, and manufactures of	....	....	....	....	....	113,972	94,515	104,527	35,832	43,033
CHEMICALS, DRUGS, DYES, ETC.:										
Camphor....catties..	35,371	18,217	16,374	82,502	117,384	15,540	9,864	13,896	64,389	93,506
Ginseng ....do....	154,311	204,317	180,462	227,917	182,972	217,684	280,659	227,360	297,833	231,330
All other....	....	....	....	....	....	153,021	261,285	173,168	271,193	343,793
Charcoal ....catties..	10,699,752	8,923,343	5,936,413	8,277,537	6,397,270	81,862	67,755	63,202	76,880	56,934
Coal, including coal dust....tons..	710,353	949,052	826,053	1,171,176	1,283,207	4,681,947	5,406,894	4,361,244	6,529,157	7,127,913
Copper, and manufactures of....	....	....	....	....	....	1,189,682	543,525	439,830	503,666	2,012,283
COTTON:										
Yarn ....catties..	49,948,140	83,654,112	45,069,460	51,852,767	52,519,441	14,411,918	22,911,535	14,679,952	17,616,780	17,495,929
Flannels ....pieces..	35,452	92,432	42,413	79,147	49,211	58,340	158,864	91,554	166,087	127,026
Piece goods....do....	233,463	346,907	335,326	....	....	252,165	369,549	287,759	899,056	1,952,891
Earthen and porcelain ware....	....	....	....	....	....	83,340	112,689	100,498	161,949	236,017
Fans ....number..	595,336	283,178	746,513	347,634	410,457	31,630	11,375	28,452	20,643	28,090
Furs ....do....	15,807	4,737	2,151	1,405	4,921	12,433	8,187	2,842	271	2,944
Glass....	....	....	....	....	....	87,394	100,168	103,125	274,996	512,419
GRAINS, BEVERAGES, AND PROVISIONS:										
Fish—										
Cuttle ....catties..	798,419	913,847	809,405	1,707,291	1,008,030	144,015	174,738	192,000	345,657	149,767
Other, including shellfish....	....	....	....	....	....	236,445	154,297	221,711	309,866	207,026
Mushrooms....catties..	299,590	328,367	282,469	387,602	418,035	158,309	188,783	181,335	222,625	268,470
Rice....piculs..	1,378	1,748	4,526	3,415	8,325	9,443	9,388	27,648	20,252	50,957
Seaweeds....catties..	36,197,988	44,268,578	33,690,077	58,681,537	37,250,068	647,693	909,191	830,702	1,369,238	763,999
Shark's fins....do....	218,844	263,700	187,542	218,845	243,829	87,667	102,718	76,490	88,328	105,183
All other....	....	....	....	....	....	696,712	439,380	823,926	2,342,893	1,796,325
Matches ....gross..	7,166,516	7,483,606	6,071,558	10,487,322	11,588,814	1,864,876	2,020,056	1,649,613	2,852,044	3,186,354
Silk, manufactures of....	....	....	....	....	....	163,113	162,968	139,462	404,146	200,786
Straw plaits....bundles..	2,600	2,802	4,193	3,820	18,080	1,680	845	1,856	969	7,364
Tea....catties..	376,245	1,134,267	306,959	1,851,407	1,039,445	23,069	73,080	28,787	169,236	116,948
Umbrellas ....number..	1,054,918	1,330,451	1,155,695	1,219,621	1,357,728	359,537	479,518	451,086	537,431	648,854
Tobacco manufactures: Cigarettes....	....	....	....	....	....	47,788	178,522	366,396	1,176,479	1,501,836
Wood: Timber and planks....	....	....	....	....	....	402,952	779,900	1,026,296	1,045,380	947,417
All other articles....	....	....	....	....	....	1,717,710	3,238,247	3,536,818	3,665,179	5,318,135
Total Japanese....	....	....	....	....	....	28,166,237	39,648,893	30,518,481	41,887,946	46,124,315
Total foreign produce....	....	....	....	....	....	1,026,938	608,141	1,393,095	1,037,633	714,230
Total exports	....	....	....	....	....	29,193,175	40,257,034	31,871,576	42,925,579	46,838,545

IMPORTS OF MERCHANDISE INTO BRITISH INDIA FROM CHINA, 1899–1903.

[Rupee=32.4 cents.] [Compiled from "Commercial Statistics of British India."]

ARTICLES.	QUANTITIES.					VALUES.				
	1899	1900	1901	1902	1903	1899	1900	1901	1902	1903
Apparel (including drapery, haberdashery, millinery, uniforms, accouterments, boots and shoes, but excluding hosiery)						*Rupees.* 66,471	*Rupees.* 64,989	*Rupees.* 168,999	*Rupees.* 97,309	*Rupees.* 113,945
Building and engineering materials: Bricks and tiles ....No..		8,806	218,672	300,224	227,138		310	4,494	6,385	4,426
Cabinet ware and furniture						4,454	930	1,116	1,932	949
COTTON:										
Raw ....cwt..			3,657		1,084			105,294	10	28,822
Manufactures—Piece goods ....yds..	70	81	112,783	4,000	30	26	50	18,654	313	10
DRUGS, MEDICINES, AND NARCOTICS (EXCLUDING CHEMICALS):										
Cassia lignea ....cwt..	3,019	1,641	1,498	2,611	9,670	85,810	45,199	38,892	68,608	233,738
Other sorts of drugs and medicines						13,903	5,304	13,637	9,429	18,393
Tobacco, manufactured ....lbs..	971	17,561	44,327	93,494	57,868	1,780	20,838	48,348	79,654	46,151
Earthenware and porcelain (excluding earthen piping)						81	2,246	4,243	6,741	4,867
Fireworks						20,642	9,070	13,683	15,400	
GLASS AND GLASSWARE:										
Beads and false pearls ....cwt..	21	61	39	4	21	2,098	4,948	1,977	513	1,377
Other ware						303,538	306,059	348,693	383,456	552,160
Jewelry, and plate of gold and silver: Jewelry						17,370	1,381	109	1,935	1,397
Metals ....cwt..	54	25	558	44	61	5,195	3,337	8,223	5,283	7,502
Paper and pasteboard						22,472	17,418	15,638	11,372	19,926
Provisions						1,518	1,367	7,406	5,687	10,506
SILK:										
Raw ....lbs..	588,972	493,391	1,107,029	886,114	555,612	2,631,998	2,356,282	5,482,169	4,063,788	2,456,350
Manufactures—										
Piece goods ....yds..	1,725,031	1,240,815	1,766,838	1,348,130	2,187,213	1,424,650	1,216,081	1,695,473	1,256,662	2,047,388
Thread, for sewing ....lbs..	1	108	400	94	63	11	1,073	3,929	875	569
Tea ....do....	1,429,034	1,698,547	2,361,608	1,594,741	2,111,442	765,769	856,577	1,287,030	900,789	1,271,175
Articles (not specified) imported by post								565	47	474
Other articles						42,345	32,472	188,055	102,023	104,233
Total						5,410,131	4,945,931	9,456,627	7,018,211	6,924,358

EXPORTS OF INDIAN PRODUCE AND MANUFACTURE FROM BRITISH INDIA TO CHINA, 1899–1903.

Apparel (including drapery, haberdashery, millinery, uniforms, accouterments, boots and shoes, but excluding hosiery)						6,877	7,450	6,517	30,875	16,893
Cabinet ware and furniture						227	151	310	433	125
Chemicals: Saltpeter ....cwt..	4,245	2,723	600	1,633	660	34,182	25,511	6,300	15,064	6,773
Cordage and rope of vegetable fiber (excluding jute) ....cwt..	180	437	142	265	175	2,884	13,257	2,308	4,208	2,620
COTTON:										
Raw ....cwt..	138,711	156,517	8,744	337,897	51,097	2,929,028	3,621,930	264,095	8,719,153	1,354,190
Twist and yarn ....lbs..	80,354,450	123,939,337	36,591,720	144,164,876	122,687,681	24,027,731	35,206,228	13,057,679	48,838,927	42,321,170
Manufactures—Piece goods ....yds..	3,837,386	6,051,556	783,560	1,314,732	2,594,993	428,252	772,034	106,656	172,523	330,625
DRUGS, MEDICINES AND NARCOTICS (EXCLUDING CHEMICALS):										
Drugs and medicines						9	390	185	255	1,607
Opium ....chests..	18,817	17,263	17,852	13,794	14,871	20,013,037	21,075,837	24,244,802	17,898,812	18,954,525
Tobacco ....lbs..	1,959	824	2,218	1,341	542	2,419	1,468	2,912	3,236	670
Total						20,015,465	21,077,695	24,247,899	17,902,303	18,956,802
GRAIN AND PULSE:										
Rice not in the husk ....cwt..	7	30	12,158	126,063	350,889	49	149	39,400	393,410	1,247,546
Other sorts ....do...	1	2	1		333	5	18	16	2	962
Total	8	32	12,159	126,063	351,222	54	167	39,416	393,412	1,248,508
Jewelry, and plate of gold and silver										60
JUTE, MANUFACTURES:										
Gunny bags ....No..	477,100	993,200	1,460,800	4,052,200	4,657,800	84,962	189,199	260,757	827,469	918,026
Gunny cloth ....yds..	872,000	1,168,400	1,354,000	1,213,600	1,282,000	86,264	124,655	144,662	118,441	119,329
Metals ....cwt..	2,000		2	16	8	5,000	21	331	1,350	768
Provisions						11,508	14,308	14,755	18,736	22,286
Spices ....lbs..	2		7			8		35		
Stone and marble ....cwt..	1,214	2,097	782	1,422	1,700	8,252	14,752	5,468	9,951	12,549
Wood, teak						6,030				
Wood: Ornamental						9,097	63,675	15,194	20,500	6,350
Wool: Manufactures						1,350	5,749			
Other articles						6,270	12,494	26,453	78,181	184,273
Grand total						47,663,441	61,149,276	38,198,835	77,151,526	65,501,347
Total foreign						86,842	136,122	107,363	141,687	160,066
Total exports						47,750,283	61,285,398	38,306,198	77,293,213	65,661,413